

CITY OF PLACENTIA GROWTH MANAGEMENT ELEMENT

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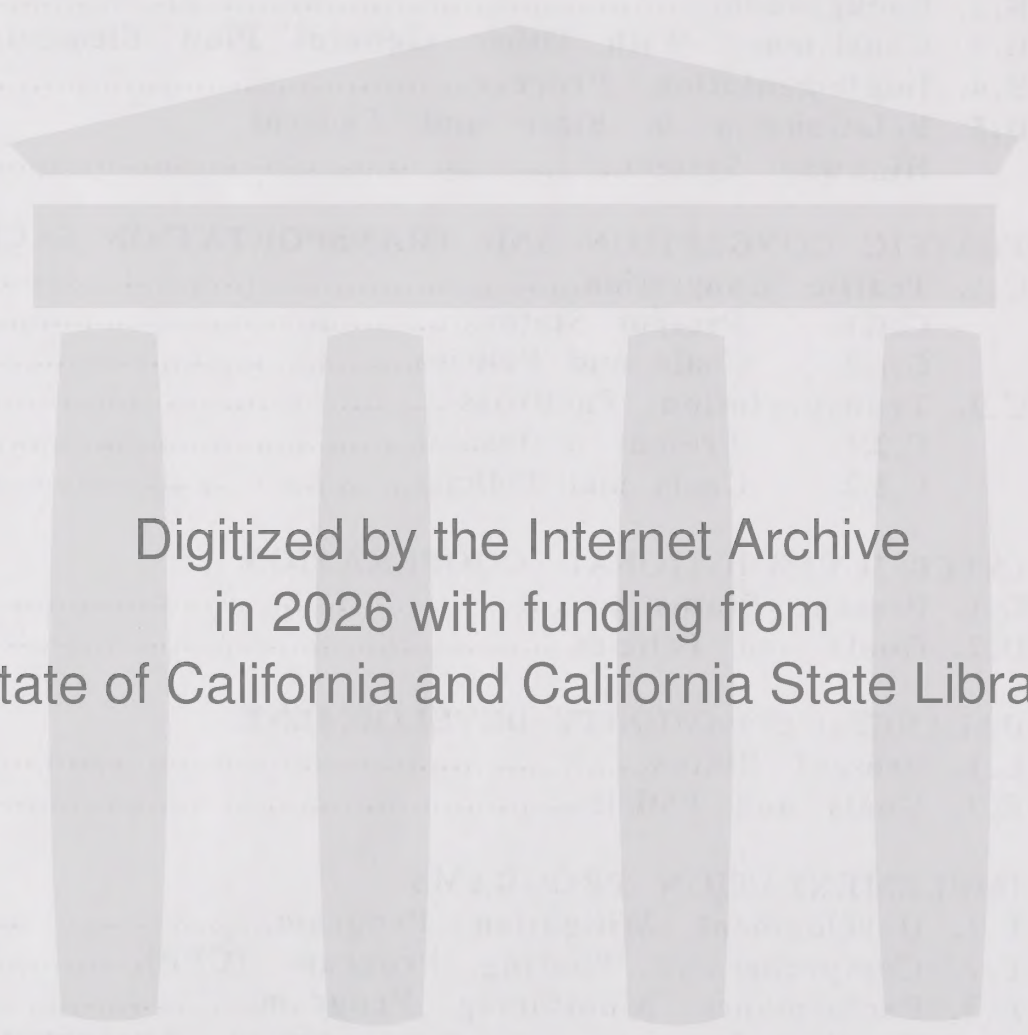
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A. STATEMENT OF PURPOSE AND INTENT

The purpose and intent of this element is to ensure that growth and development is balanced with the City's ability to provide an adequate traffic circulation system. This element is not intended to set a growth policy for the City, but rather to guide the orderly growth and development of the City pursuant to the General Plan.

B. INTRODUCTION

B.1. Overview:

The Growth Management Element contains policies for the planning and provision of traffic improvements that are necessary for orderly growth and development. Presented in this element are policies and programs for the establishment of specific traffic Levels of Service (LOS), development mitigation and development phasing. In addition, this Element includes an implementation program for annual monitoring.

The Element is divided into six sections. Section A provides a Statement of Purpose and Intent for the Element. This section (B) provides an overview and background of the Element and includes discussion regarding General Plan consistency, Element implementation and the Element's relationship to the State and Federal Highway System. The main focus of the Element is Sections C through E, where goals and policies are presented.

Circulation and Transportation Facilities are the topics of Section C. Section D discusses Inter-Jurisdictional Cooperation and Section E describes goals and policies for Balanced Community Development. Implementation Programs to achieve the goals and policies are listed in Section F.

Appendix A provides general definitions for terms used in the Element and Appendix B describes Measure M's relationship to other legislation and programs such as the Air Quality Management Plan and the Congestion Management Plan. Appendix C, is reserved for use as a technical appendix for traffic data and deficient and exempt intersection information; it will be updated on a regular basis and will be useful in compiling annual program review and monitoring. The final section of this document, Appendix D, lists various transportation control measures.

B.2. Background:

On November 6, 1990, Orange County voters approved the Revised Traffic Improvement and Growth Management Ordinance (Measure M), providing funding for needed transportation improvements. Measure M authorized a 1/2 cent retail transaction and use tax for a period of twenty (20) years effective April 1., 1991. The sales tax increase is estimated to raise \$3.1 billion Countywide over the twenty years.

In order to receive Measure M funds earmarked for local street maintenance and improvements, each jurisdiction must submit to the Orange County Transportation Authority (OCTA) a statement of compliance with the various Countywide Growth Management Program component requirements. In summary, these components include:

1. Adoption of a Growth Management Element that includes the following:
 - o Traffic level of service (LOS) standards;
 - o Development mitigation program to cover costs of new services and fees to address cumulative impacts on existing traffic;
 - o Development phasing and annual monitoring program for Level of Service (LOS); and
 - o Planning standards for other services and public facilities (developing communities only)
2. Participation in Inter-Jurisdictional Planning Forums.
3. Development of a seven-year Capital Improvement Program (CIP).

4. Strategies to address housing options and job opportunities.
5. Adoption of a Transportation Demand Management (TDM) Ordinance.

Items 2 and 5 have already been completed and item 3 is in the process of being completed. Regarding item 2, the County is divided into ten (10) Growth Management areas (GMA's); Placentia is located in Area 1 (Exhibit 1).

The GMA's are established by local jurisdictions, working with the County Coordination Committee to establish multi-jurisdictional cooperation on major land developments and related traffic projects and improvements within GMA's.

An Inter-Jurisdictional Planning Forum for each GMA meets at least quarterly. Placentia representatives have participated in these meetings along with representatives from the other GMA 1 Cities (Anaheim, Brea, Buena Park, Fullerton, La Habra and Yorba Linda).

Placentia currently has a five-year Capital Improvement Plan and is in the process of developing a seven-year plan (Item 3). Item 4, the housing options and job opportunities issue is discussed in Section E of this document. A Transportation Demand Management Ordinance (Item 5) has already been adopted. This Growth Management Element (Item 1) includes the four (4) components required by Measure M.

B.3. Consistency With Other General Plan Elements:

A major goal of the Growth Management Element is to ensure that the planning, management and implementation of traffic improvements are adequate to meet the current and projected needs of the City. While this goal is a high priority, it must be achieved while maintaining internal consistency among the the other elements of the General Plan as required by state law .

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Therefore, the Growth Management Element does not replace or supersede any of the other general plan elements; instead, the Element addresses, amplifies, and supports traffic LOS standards that are included in the other general plan elements and establishes new standards where necessary. The Element also serves to augment development mitigation, development phasing and annual monitoring discussions in other general plan elements.

The Growth Management Element is implemented through various coordinated programs developed to support and carry out its goals, objectives and policies. In addition, this element will minimize duplication between Measure M and Congestion Management Program (CMP) Requirements. Although there is a certain amount of overlap among the general plan elements, the Growth Management Element is the key resource document for growth management concerns.

B.4. Implementation Process:

Although this Growth Management Element provides a significant resource document for future growth management efforts, it is not the final action necessary to establish a comprehensive Growth Management Program for the City. Rather, the intent of the Growth Management Element is to establish the basic policy framework in the General Plan for future implementing actions and programs. In addition, future amendments to the Growth Management Element may be required to reflect the results of the implementation process or other mandates associated with Measure M, CMP, AQMP, etc.

A significant implementation work effort is required in order to accomplish the established goals and objectives of the Growth Management Element. It is also recognized that a transitional period will exist between adoption of the Growth Management Element and the subsequent development and approval of the implementing programs, such as the Comprehensive Phasing Program, discussed later, which would balance building permit issuance with transportation improvements.

The Element contains specific policies and presents programs for implementation that are responsive to Measure M requirements.

Privately initiated land use element amendments, zone changes and other discretionary projects considered after adoption of the Element will be specifically reviewed for consistency with the Growth Management Element.

B.5. Relationship to State and Federal Highway System:

The Growth Management Element addresses the need for the phasing of arterial highway improvements. The State and Federal highway system is a significant component of the City's and County's overall transportation system. Thus, any growth management plan must also discuss the existing freeway system.

Existing Freeway System Deficiencies: The present system of freeways in Orange County, consisting of 160 miles, is fast becoming antiquated and deficient. These freeways were developed and built as inter-county connectors, designed to serve a low density agrarian region and small towns, and not a burgeoning metropolis.

Moreover, several links of the original freeway system plan have been deleted over the years. They were designed to carry much lighter vehicle traffic than currently exists during a 24-hour period. Existing average daily traffic (ADT) volumes on some of the freeway systems far exceed the capacities of these facilities.

The transportation problem in Orange County stems primarily from inadequate capacity in the freeway system to serve the travel demands placed on the system during peak periods. The most severe congestion occurs at the junctions of major freeways.

Impact of Freeway System on the Arterial Highway System: The Orange County Master Plan of Arterial Highways defines an arterial highway system intended to support and serve existing and adopted land uses in both incorporated and unincorporated areas of the County. The arterial system is designed to serve as part of a balanced transportation system (autos, trucks, buses, bicycles, pedestrians) The arterial system provides for both through movement and a collector function. Major and Primary Arterial Highways are intended to handle the bulk of intra-regional traffic and complement both the freeway system and the local street

network. Secondary arterials and Commuter routes serve mainly as collectors which funnel traffic from local streets to the Major and Primary arterial system.

As congestion continues to increase on the freeway system, more drivers are utilizing the arterial system, particularly those parallel to freeways , or those arterials serving the the same trip destination as the freeways. Consequently, some of these parallel arterials , particularly the north/south ones , are becoming increasingly congested. This situation is of special concern on those arterials which provide access to the freeway system.

C. TRAFFIC CONGESTION AND TRANSPORTATION FACILITIES

This section addresses the City's circulation system, traffic congestion and transportation facilities and their relationship to growth management. The goals and policies presented in this Element relate specifically to growth management; additional circulation related goals and policies are included in the Circulation Element.

C.1. TRAFFIC CONGESTION

C.1.1. Present Status:

The City of Placentia's planning and development process has always followed a phasing program where new developments are required to construct adequate infrastructure (roadways, utilities) to mitigate potential impacts caused by their construction. Exhibit 2 illustrates the City's Circulation Element Map.

A fundamental element of the growth management concept is to employ a regional approach to transportation management. Some of the reasons for this include:

- o In addition to the City's steady rate of growth, the development and impacts of growth in adjacent jurisdictions and throughout the County requires a regional approach to improve existing deficiencies and better manage future development to minimize future impacts. It is not possible for the City to fully address growth management issues in isolation of other jurisdictions.

o Much of the County's transportation problems are a result of the inadequate capacity of the freeway system to serve peak period travel demands. This lack of capacity results in poor service levels, low travel speeds and severe congestion during peak hours. The most severe congestion that affects the City occurs as a result of traffic entering and exiting on- and off-ramps to SR 57 and SR91. Rose Drive, Orangethorpe Avenue, Chapman Avenue, Kraemer Boulevard, Imperial Highway and other streets located near these main arterials are becoming increasingly congested.

o As congestion increases on the freeways, more drivers use the arterial street system, specifically those streets that parallel the freeways or those that will accomodate the same trip destination. Arterial highways are primarily designed to handle intra-regional traffic and serve as a support network for the freeway system and local streets.

Consequently, these arterials such as those listed above are becoming increasingly congested and receive heavy traffic volumes often exceeding their design capacity.

The situation is most severe on those arterials that connect to the freeway system as motorists going to or coming from the freeway must compete for travel space with through-bound motorists.

Appendix C is reserved as a technical appendix where traffic count data (currently being prepared), Level of Service analysis and deficient, near deficient and exempt intersections will be listed. Since this information will be updated on a regular basis, it is more efficient to include it in an appendix so that numerous general plan amendments to the actual element will not be required.

The City has participated in the Growth Management Areas Inter-Jurisdictional Planning Forums and a preliminary list of deficient, near deficient and exempt intersections has been prepared and will soon be finalized. Once completed, this information will be incorporated into Appendix C.

C.1.2. Goals and Policies:

The following goals and policies are designed to meet all the Growth Management Element requirements for a developed community pursuant to Measure M and the Countywide Growth Management Program Implementation Manual.

Traffic congestion is a problem not only on freeways and arterials, but also on local streets. Traffic volumes in Placentia are particularly heavy on Yorba Linda Boulevard, Orangethorpe Avenue, Imperial Highway, Rose Drive, Kraemer Boulevard and Placentia Avenue.

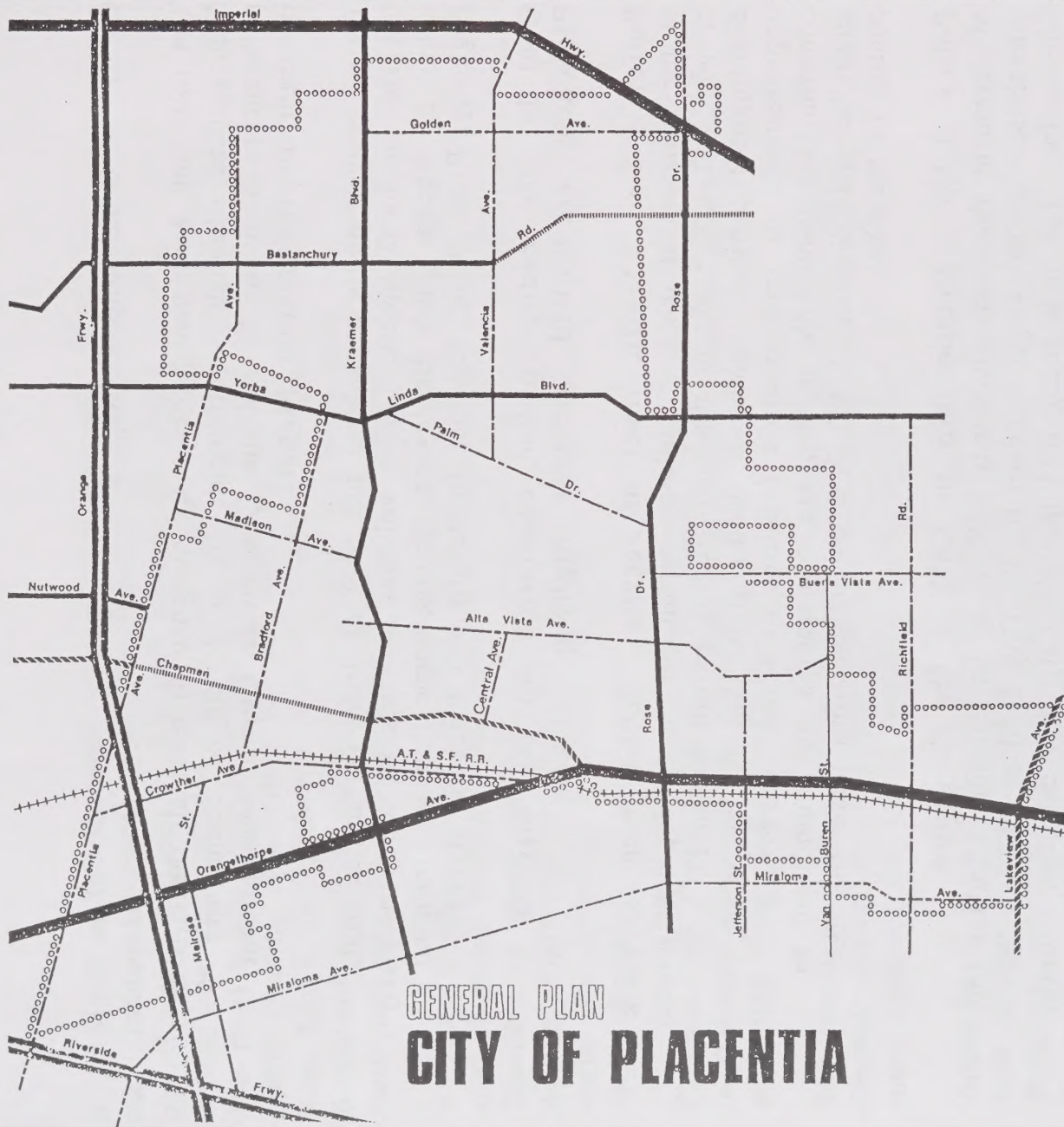
Goal 1: To reduce traffic congestion on the City of Placentia controlled arterial highway system.

Policy 1.1.a: Traffic level of service. Within three (3) years of the issuance of the first building permit for a development project or within five(5) years of the first grading permit for said development project, whichever occurs first, that the necessary improvements to transportation facilities to which the project contributes measureable traffic, are constructed and completed to attain Level of Service (LOS) D at the intersections under the sole control of the City.

Policy 1.1.b: Relationship to CMP. The Congestion Management Program establishes LOS E as its baseline standard for intersections . The target standard for the City shall be LOS D for intersections, but it is recognized that the City may establish a lower standard for certain intersections in urbanized areas. The City will be in compliance with the CMP as long as LOS E, or the baseline LOS if worse than E, is maintained or a deficiency plan is prepared.

Policy 1.2: LOS Standard. Level of Service (LOS) will be measured by the Traffic Level of Service Policy Implementation Manual established by the Local Transportation Authority.

Policy 1.3: Exemptions. Certain intersections are exempt from the above requirements including those under the jurisdiction of another city or the state or those included on the Deficient Intersection List established pursuant to this Element



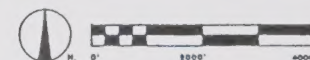
GENERAL PLAN CITY OF PLACENTIA

CIRCULATION

-  **FREEWAY**
-  **MAJOR ARTERIAL**
6-Lane Divided 120' R/W
-  **MAJOR ARTERIAL (MODIFIED)**
6-Lane Divided 100' R/W
-  **PRIMARY ARTERIAL**
4-Lane Divided 100' R/W
-  **PRIMARY ARTERIAL (MODIFIED)**
4-Lane Divided 80' R/W
-  **SECONDARY ARTERIAL**
4-Lane Undivided 80' R/W
-  **SECONDARY ARTERIAL (MODIFIED)**
4-Lane Undivided 64' R/W
-  **FUTURE ROADWAY**
-  **RAILROAD**
-  **CITY BOUNDARY**

ADOPTED BY CITY COUNCIL
JULY 8, 1988
ORD. 88-0-109

EXHIBIT 2



(the Deficient Intersections List is determined by members of the Inter-Jurisdictional Planning Forums). Deficient intersections are those that are not brought into compliance in the most current CIP for reasons beyond the control of the City. Examples include intersections such as those involving ramps leading to or from the freeways. Appendix C identifies the intersections that are under the control of another city the county or state.

The City of Placentia is not held responsible for bringing these intersections to an acceptable LOS. These intersections shall be discussed through the Growth Management Area Inter-Jurisdictional Planning Forums to reach agreement on mitigation of traffic impacts associated with individual developments.

Policy 1.4: Traffic Impact Analysis (TIA). Prior to the issuance of building permits for new development that in the opinion of the City Traffic Engineer may generate substantial peak hour (morning or evening) trip ends, a traffic impact analysis (TIA) shall be completed (at the developer's expense).

The TIA shall identify arterial and intersection improvements needed to provide not worse than LOS D along the balance of the arterials on the City's Circulation Element that are measurably impacted by the new development and are under the City's jurisdiction. All traffic impact analyses shall be prepared in accordance with the CMP TIA process.

Policy 1.5: Impact Fee. All development contributing measurable impacts to intersections on the Deficient Intersections List and all projects contributing cumulatively or individually ten (10) percent or more of the traffic using an intersection, shall be assessed an impact fee determined by the jurisdictions in the GMA and locally administered through the City's CIP.

Policy 1.6: Special Circumstances. Achievement of the adopted levels of service standard and implementation of exacted transportation improvements shall take into consideration extraordinary transportation circumstances that may impact identified intersections and/or timing of the required improvements. An example of an extraordinary circumstance would be when

arterial roadways serve as substitute freeway access (thus impacting LOS performance) while planning and construction of additional freeway improvements are underway.

Policy 1.7: Transportation Demand Management (TDM). Promote traffic reduction strategies through Transportation Demand Management (TDM) measures adopted by City Ordinance.

C.2. TRANSPORTATION FACILITIES:

C.2.1. Present Status:

The regional transportation facilities in the region do not have adequate capacity to accommodate existing and projected growth. Measure M was largely supported by the voters to respond to this problem by allocating additional funds to provide the needed transportation facilities.

C.2.2 Goals and Policies:

Goal 2: To provide adequate transportation facilities for existing and future inhabitants of the City.

Policy 2.1: Traffic Improvements. Developments that are under the City's jurisdiction are required to provide improvements needed to provide not worse than the above referenced LOS (LOS D) with existing plus new development traffic. All new development shall pay its share of the costs associated with that development including regional traffic mitigation.

Policy 2.2: Phasing. For large-scale development projects, an approved phasing program shall be required that phases the proposed development of the project commensurate with the required improvements to roadway capacities. The phasing program shall include an overall buildout plan that shall demonstrate the adequacy of the infrastructure to support the proposed project as well as a financing source to fund the improvements.

The developer shall be responsible for a fair share amount of the costs of the improvements. Improvements shall be bonded to insure the developer's fair share is secured.

Policy 2.3: New Projects. Development phasing for new projects shall be considered during the development review and entitlement process and appropriate conditions of project approval shall be included as part of applicable development applications.

Policy 2.4: Monitoring. The City shall monitor the implementation of the development phasing program (of each new development where a phasing program is required) on an annual basis and prepare a status report. The monitoring program shall include an annual evaluation of compliance with development phasing and evaluation of the maintenance of transportation service levels.

Policy 2.5 Capital Improvement Program (CIP). The City shall expand its present five year Capital Improvement Program (CIP) into a seven year format. The CIP shall be adopted in conformance with Measure M requirements, which will maintain LOS standards established in this Element.

Policy 2.6 Fees. The City shall continue to collect Thoroughfare Acreage Fees for improvements within its boundaries and shall work with adjacent jurisdictions through the Inter-Jurisdictional Forums to determine acceptable impact fees within the growth management area. These fees may be assessed as necessary in addition to the City's Thoroughfare Acreage Fees to cover shortfalls that may not be generated by the established fee program.

Policy 2.7 Intersection Fund. A Deficient Intersection Fund shall be established by the City to make improvements on those intersections necessary to achieve the LOS standard established in this Element.

Policy 2.8 Measure M Funds. New Measure M sales tax revenues shall not be used to replace private developer funding which has been committed for any project or normal subdivision obligations.

D. INTER-JURISDICTIONAL COOPERATION

D.1. Present Status:

The City cannot be successful in improving traffic congestion in isolation from other jurisdictions. Solutions for improving traffic congestion, like other regional problems, must be evaluated on the macro-scale and not just locally. The development that occurs in neighboring jurisdictions and throughout the County has effects upon the freeways and many of the major arterials in the City.

D.2. Goals and Policies:

Goal 3: Coordinate and cooperate with neighboring jurisdictions and the County to reduce traffic congestion.

Policy 3.1: Inter-Jurisdictional Forums. The City shall participate in Inter-Jurisdictional Planning Forums at the GMA level to discuss developments with multi-jurisdictional impacts and appropriate mitigation measures.

Policy 3.2: County/CMP. The City will cooperate with the County in the annual Congestion Management Plan update in order to receive State gas tax revenue.

E. BALANCED COMMUNITY DEVELOPMENT:

E.1. Present Status:

The historical land use patterns and the physical manner in which the region and County have developed restrict the opportunity for people to live and work in the same area. Traffic congestion also results as people commute longer distances to their jobs from lower priced housing areas outside the County. Roadways become overburdened and the quality of life decreases.

Orange County has been characterized as a job rich/housing poor subregion in studies prepared by the Southern California Association of Governments.

The Regional Mobility Plan and the Air Quality Management Plan include strategies to better balance the jobs to housing ratio. However, because much of the region is already fully developed, it will be difficult if not impossible to achieve a meaningful jobs/housing balance.

Therefore, emphasis has now shifted towards more tangible alternative measures, called Transportation Control Measures (TCM's) to reduce traffic congestion and improve air quality, which in turn will increase housing options and employment opportunities. Some of the potential measures currently being considered include the adoption of ordinances to reduce the Vehicle Trips (VT) traveled, to increase the Average Vehicle Occupancy Rate (AVR), to decrease the Vehicle Miles Traveled (VMT) as well as other measures. Appendix D contains a matrix that lists the Transportation Control Measures and describes each in greater detail.

These recommended measures will be refined as the City and other jurisdictions participate in meetings with the Air Quality Management District and the Southern California Association of Governments.

E.2. Goals and Policies:

Goal 4: Support and encourage the concept of jobs/housing balance, where possible, and require the use of Transportation Control Measures (TCM's) to improve air quality and reduce traffic congestion.

Policy 4.1: Balanced Land Use. Recognizing the constraints of existing physical development characteristics, it is the policy of the City to strive towards an achievement of balanced land use, where possible, so that residential, non-residential and public land uses are proportionally balanced.

Policy 4.2: Transportation Control Measures TCM's. The City shall participate in meetings with other jurisdictions and the Air Quality Management District (AQMD) and the Southern California Association of Governments (SCAG) to develop and adopt Transportation Control Measures that will improve air quality and reduce traffic congestion.

F. IMPLEMENTATION PROGRAMS

The following implementation programs are designed to carry out the goals and policies previously listed above. Some programs may implement one or more of the policy statements, while other programs are more specifically tied to a particular policy.

F.1. Development Mitigation Program. Within twelve months of the adoption of this Element, a Development Mitigation Program, as required by Measure M, shall be established by the Public Works/Engineering Department requiring all new development to pay its share of the costs associated with transportation improvements to mitigate/implement that development. Participation shall be on a pro-rata basis and be required of all applicable development projects except where an increased level of participation exceeding these requirements is established through negotiated legal mechanisms. The City currently requires pro-rata participation for projects through specific conditions of approval imposed on development applications and via mitigated Negative Declarations and Environmental Impact Reports. The requirements of the Development Mitigation Program will be met by following this process.

The program will be coordinated through Inter-Jurisdictional Planning Forums in order to determine minimally acceptable impact fees for application within the GMA's. The City may elect to use existing traffic mitigation fee programs to receive credit with regard to the GMA base level fee.

F.2. Comprehensive Phasing Program (CPP). Within twelve months of the adoption of this Element, the City shall prepare a Comprehensive Phasing Program (CPP). The CPP shall contain a development phasing component to ensure that infrastructure is added as development proceeds so that the provision of road improvements is in balance with demand.

The program shall provide reasonable lead time (three years from first building permit or five years from first grading permit) to design and construct specific transportation improvements.

F.3. Performance Monitoring Program. Within twelve months of the adoption of this Element, a Performance Monitoring Program, as required by Measure M, shall be established to provide an annual evaluation of compliance with development phasing allocations established pursuant to Policy 2.2 of this Element. This program will also ensure that road improvements or funding are actually provided in order for development to continue. If the improvements/funding are not provided, development shall be deferred until compliance with the provisions of this program are achieved or until an alternative approach specified by the City is satisfied to assure that infrastructure is provided. This process will ensure that the requirements of the Performance Monitoring Program are met.

In addition, the Performance Monitoring Program will provide an annual evaluation of the maintenance of transportation service levels. Annual traffic reports provided under this Program shall utilize data collected within three months of preparation of the report but not within the time period of June through August and November 15 through January 5. In the event that the Performance Monitoring Program identifies one or more service level deficiencies, measures shall be implemented to correct identified deficiencies.

F.4. Traffic Improvement Development Agreements. In the event that the financing and implementation provisions of this element are implemented through subsequent, legally valid Traffic Improvement Development Agreements, said agreements shall be consistent with this Element and its implementing ordinances, plans and programs.

F.5. Growth Management Areas (GMA's) Inter-Jurisdictional Planning Forums. The City shall participate in and provide staff support to Inter-Jurisdictional Planning Forums (IJPF) at the GMA level to cooperate in addressing cumulative traffic impacts and coordinating improvements in transportation and other facilities. The Local Transportation Authority will convene these forums . The IJPF efforts shall be supported by a countywide comprehensive transportation planning process in which all jurisdictions shall assist in developing and participate in. The County will maintain the regional traffic model.

F.6. Seven-Year Capital Improvement Program (CIP). Within twelve months of the adoption of this Element, the City shall update and extend the present five-year CIP into a seven- year format. Capital financing programming will be based on proposed development to be constructed during the following seven- year period. The CIP shall include approved projects and an estimate of the costs of the proposed projects as well as a financing plan for providing the improvements.

F.7. Transportation Demand Management (TDM) Ordinance. The City has adopted a TDM Ordinance that fulfills both the Measure M and CMP requirements. If the current TDM Ordinance is modified in the future, the revised ordinance and/ or adopting resolution will be sent to OCTA.

F.8. Additional Implementation Programs. Other implementing measures, as deemed necessary by the City to further the goals of this element, may be established.

APPENDIX A: DEFINITIONS

For the purposes of this Element, the following terms are defined below:

1. " Capital Improvement Program" (CIP) shall mean a listing of capital projects needed to meet, maintain and improve a jurisdiction's adopted Traffic Level of Service and Performance Standards. The CIP shall include approved projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements.
2. " Comprehensive Phasing Program" (CPP) shall mean a road improvement and financing plan which responds to the level of service requirements in this Element. With regard to road improvements, a CPP must include level of service requirements and take into account measureable traffic impacts on the circulation system.
3. " Critical Movement" shall mean any of the conflicting through or turning movements at an intersection which determine the allocation of green signal time.
4. " Development Phasing Program" shall mean a program that establishes the requirement that building and grading permits shall be approved or issued in a manner that assures implementation of required transportation improvements. The City shall specify the order of improvements and the phasing of dwelling units based , at a minimum, on mitigation measures adopted in conjunction with environmental documentation and other relevant factors.
5. " Deficient Intersection Fund" shall mean a trust fund established to implement necessary improvements to existing intersections which do not meet the Traffic Level of Service Policy.
6. "Deficient Intersection List " shall mean a list of intersections that : 1) do not meet the Traffic Level of Service Policy for reasons that are beyond the control of the City (e.g., ramp metering effects,

traffic generated outside the City's jurisdiction, etc.) and, 2) are not brought into compliance with the LOS standard in the most current Seven -Year Capital Improvement Program. Additional intersections may be added by the City to the deficient intersection list only as a result of conditions that are beyond the control of the City.

7. " Growth Management Areas (GMA's)" shall mean subregions of the County established by the City-County Coordination Committee (or successor)

to promote inter-jurisdictional coordination in addressing infrastructure concerns and in implementing needed improvements.

8. " Growth Management Element" shall mean the Growth Management Element of the City of Placentia General plan as required by the Revised Traffic Improvement and Growth Management Ordinance (Measure M).

9. " Local Transportation Authority" as currently designated by the Board of Supervisors shall mean the Orange County Transportation Authority.

10. " Measurable Traffic" shall mean a traffic volume resulting in a 1% increase in the sum of the critical movements at an intersection.

11. All other terms shall be as defined in the City of Placentia Municipal Code as of the date of adoption of this Element.

APPENDIX B: RELATED LEGISLATION

The information contained in the following pages was obtained from the **Countywide Growth Management Plan Implementation Manual**. It provides useful background on other legislation, plans and programs that have an effect on Measure M. Also provided is a list of additional Measure M Requirements that will be completed in the near future.

APPENDIX C: TECHNICAL APPENDIX

(to be inserted)

APPENDIX D:
TRANSPORTATION CONTROL MEASURES

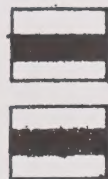
TCM/GROWTH MANAGEMENT
STRATEGIES MATRIX
(Continued)

Vehicle Trips (VT)	Average Vehicle Occupancy (AVR)	Vehicle Miles Traveled (VMT)	Contingency Measures for VMT
- o Requires bicycle parking facilities in all new non-residential development. - o Requires bicycle parking facilities, lockers, and showers in non-residential development of 100,000 sq. ft. or more. - o Requires new residential subdivisions of 500 units or more to include supportive commercial users (e.g., banks, retail, restaurants) designed to be convenient to bicycles and pedestrians. - o Requires an articulated pedestrian and/or bicycle path with access to all street frontages in a new office park complex of 250,000 sq. ft. or other land use that occupies more than 40 acres. Amend the Circulation (or other) Element of the General Plan to: - o Include a bicycle route system consistent with SCAG's Regional Mobility Plan.		- o Require employers of 100 or more to contribute to a lunch time (or all day) shuttle that accesses shopping centers, special event centers, and other contributing employers within a specified zone. Amend General Plan and/or Zoning Ordinance to: - o Require residential and commercial uses within every 2 block area; alleys for vehicular access; and the width of street, sidewalks, and front yard setbacks not to exceed 6 times permitted building height.	

TCM/GROWTH MANAGEMENT
STRATEGIES MATRIX

February 13, 1992

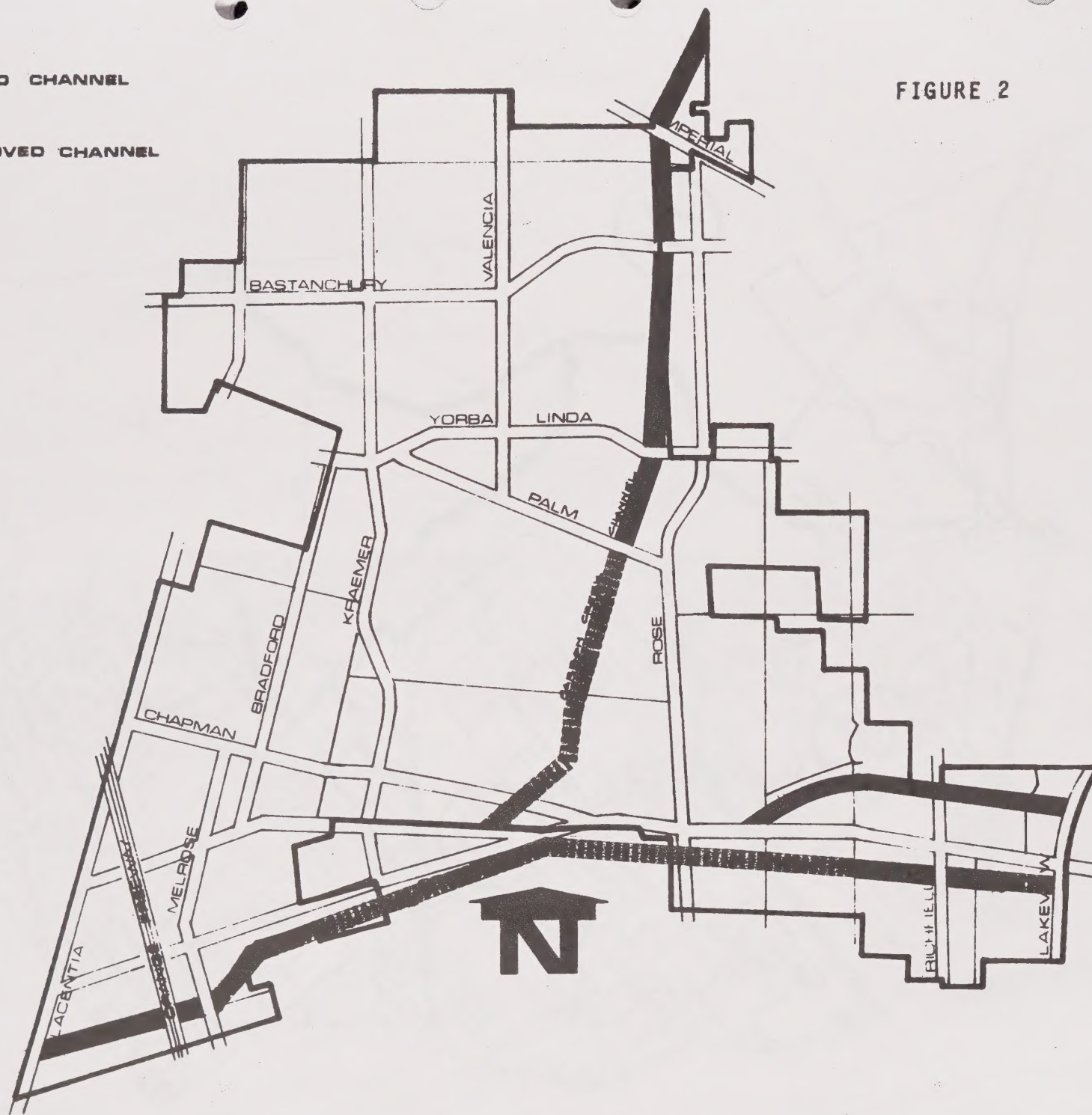
Vehicle Trips (VT)	Average Vehicle Occupancy (AVR)	Vehicle Miles Traveled (VMT)	Contingency Measures for VMT
Adopt a trip reduction ordinance that: - o Requires employers of 500 or more to establish a telecommuting and/or alternative work weeks program that will reduce vehicle trips 30% beyond Regulation XV. - o Reduces parking space requirements for new non-residential development with an occupancy designed for 100 or more employees by: - 23% if subject to 1.3 AVR target in Regulation XV. - 33% if subject to 1.5 AVR target in Regulation XV. - 43% if subject to 1.75 AVR target in Regulation XV. - o Requires new office development that contains over 250,000 sq. ft. or that employs over 1,000 to include a video conferencing facility. - o Requires a telecommunications center in a housing subdivision of 500 units or more.	Adopt a TDM ordinance that: - o Requires multi-tenant work sites of 100 or more employees to submit Regulation XV type trip reduction plans. - o Institutes a tax of 5% on public and private parking lots. - o Requires public or privately-operated parking lots to offer 33% discounts to carpools and vanpools. Amend the zoning ordinance and/or General Plan to: - o Increase residential densities to a minimum of 15 units per acre and commercial densities to 1:1 FAR within a 1/4 mile of RMP constrained and unconstrained transit corridors and/or stations.	Adopt a TCM ordinance that: - o Requires special event centers with 1,500 or more seats and regional shopping centers of 500,000 sq. ft. to designate parking facilities and spaces that can be used as park'n'ride lots. - o Requires supportive commercial services (e.g., banks, retail, restaurants) in new business parks and office developments of 250,000 sq. ft. or more. - o Requires new office buildings or office parks of 250,000 sq. ft. or more or 1,000 employees or more to provide an on-site child care facility and ground-level outdoor play areas. - o Allows non-residential development projects in commercial districts to receive a density bonus by computing residential floor area at 50% its actual size for the purpose of FAR calculation.	- o Smog based vehicle DMV registration fee assessed annually based on emissions of vehicle and odometer readings. - o Congestion pricing that charges single-occupancy vehicles to travel on congested roadways (LOS E or F) during peak commute periods.



IMPROVED CHANNEL

UNIMPROVED CHANNEL

FIGURE 2



PLACENTIA

This Growth Management Area (GMA) map was adopted on *April 12, 1997* by the Regional Advisory and Planning Council by Resolution 91-1.

Joan S. Golding

Joan S. Golding, Program Manager
Orange County Regional Coordination Office

William C. Hayden

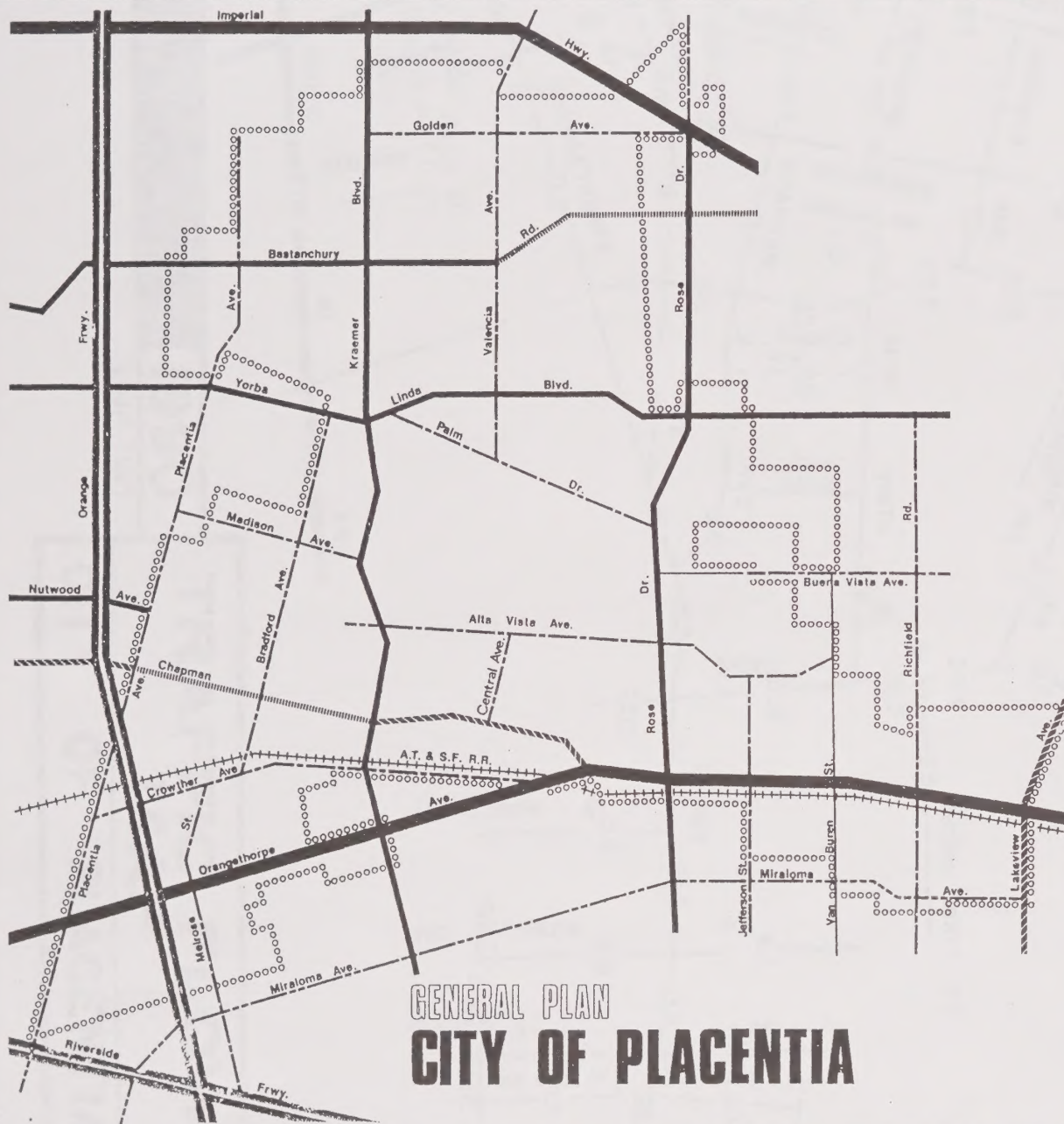
William E. Hodge, Executive Director
Orange County Division, League of California



Growth Management Areas

EXHIBIT 1



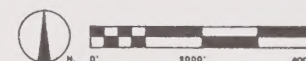


GENERAL PLAN CITY OF PLACENTIA

CIRCULATION

-  FREEWAY
-  MAJOR ARTERIAL
6-Lane Divided 120' R/W
-  MAJOR ARTERIAL (MODIFIED)
6-Lane Divided 100' R/W
-  PRIMARY ARTERIAL
4-Lane Divided 100' R/W
-  PRIMARY ARTERIAL (MODIFIED)
4-Lane Divided 80' R/W
-  SECONDARY ARTERIAL
4-Lane Undivided 80' R/W
-  SECONDARY ARTERIAL (MODIFIED)
4-Lane Undivided 64' R/W
-  FUTURE ROADWAY
-  RAILROAD
-  CITY BOUNDARY

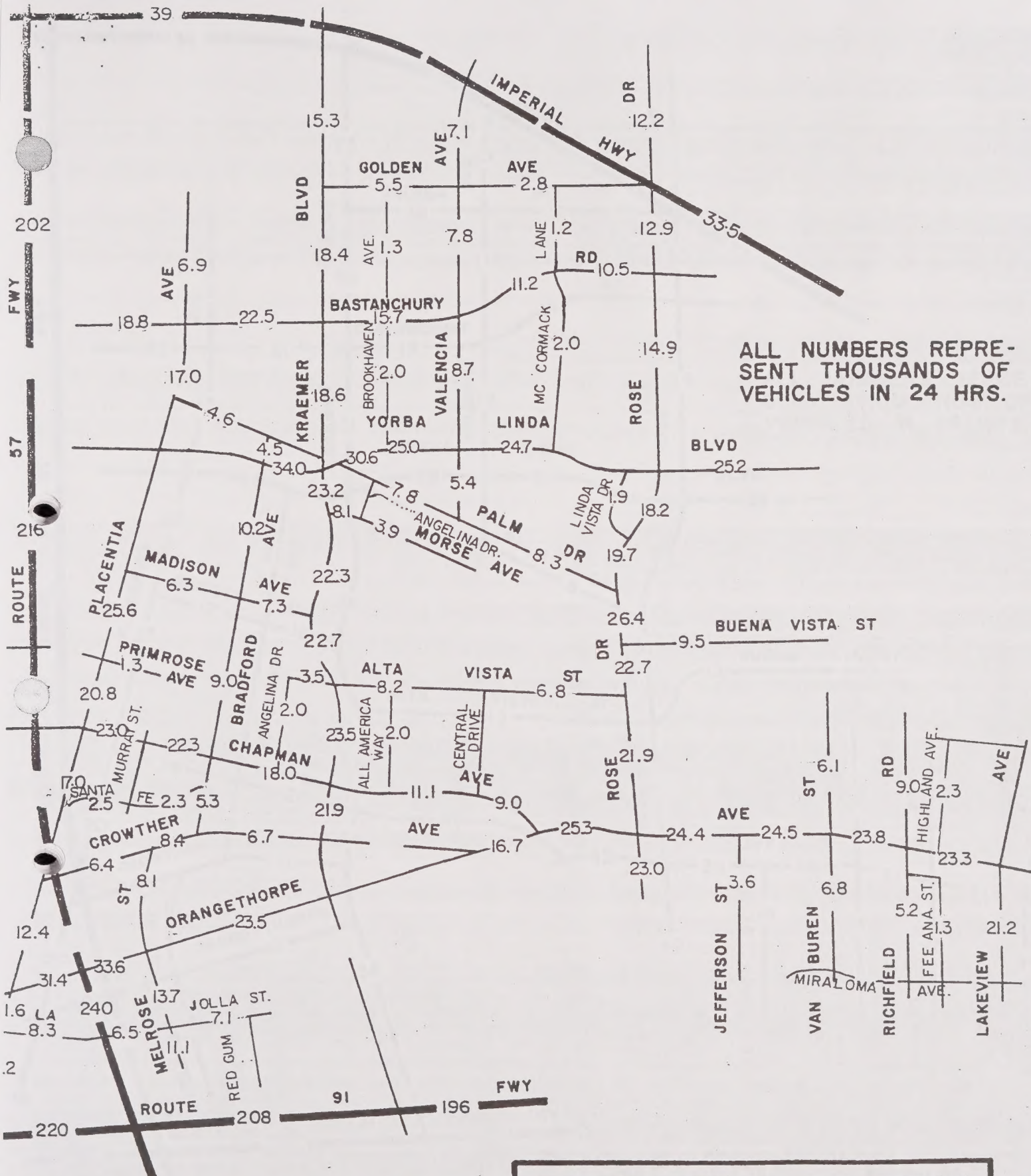
ADOPTED BY CITY COUNCIL:
JULY 8, 1989
ORD. 88-0-108



1900

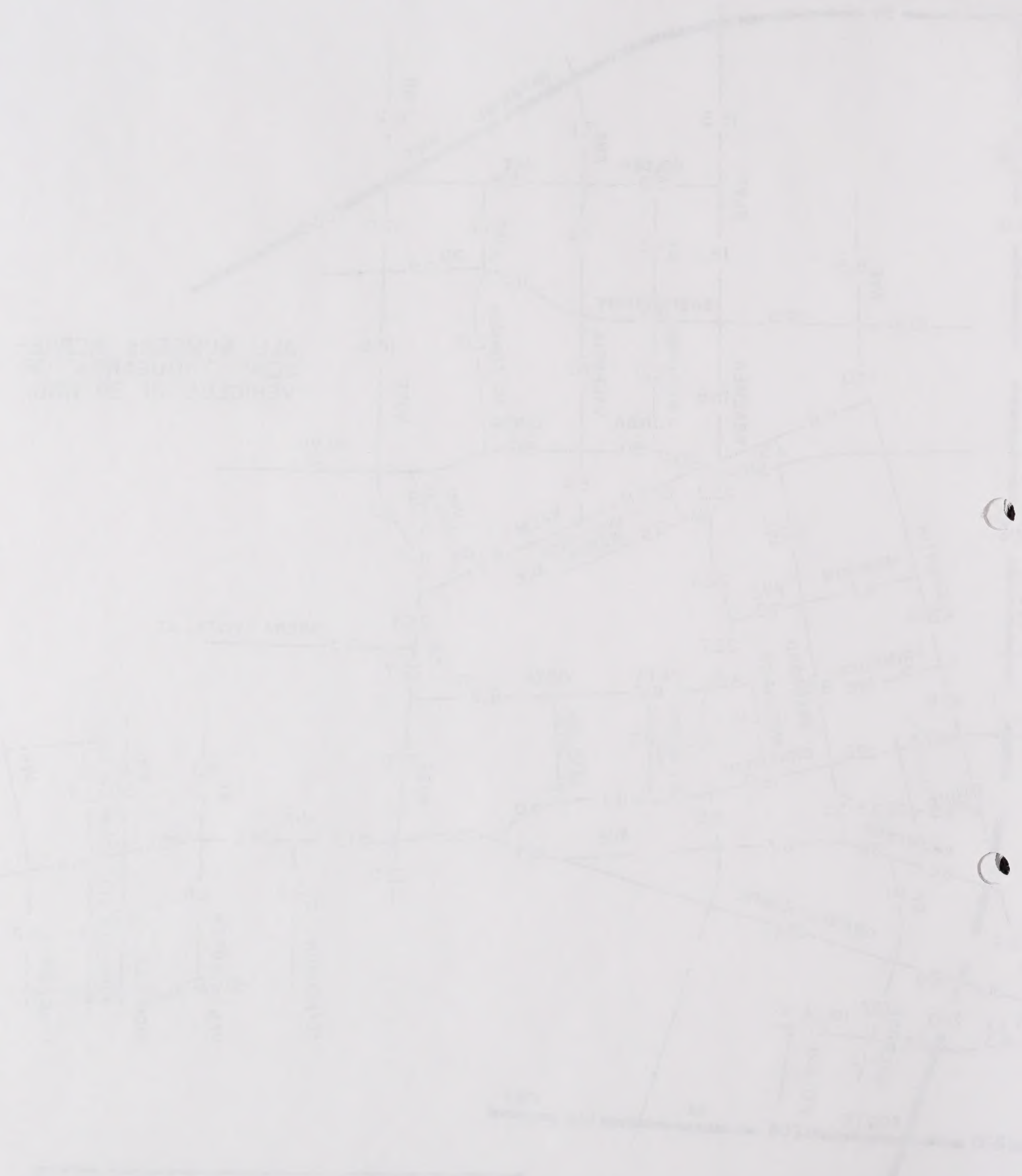
1900





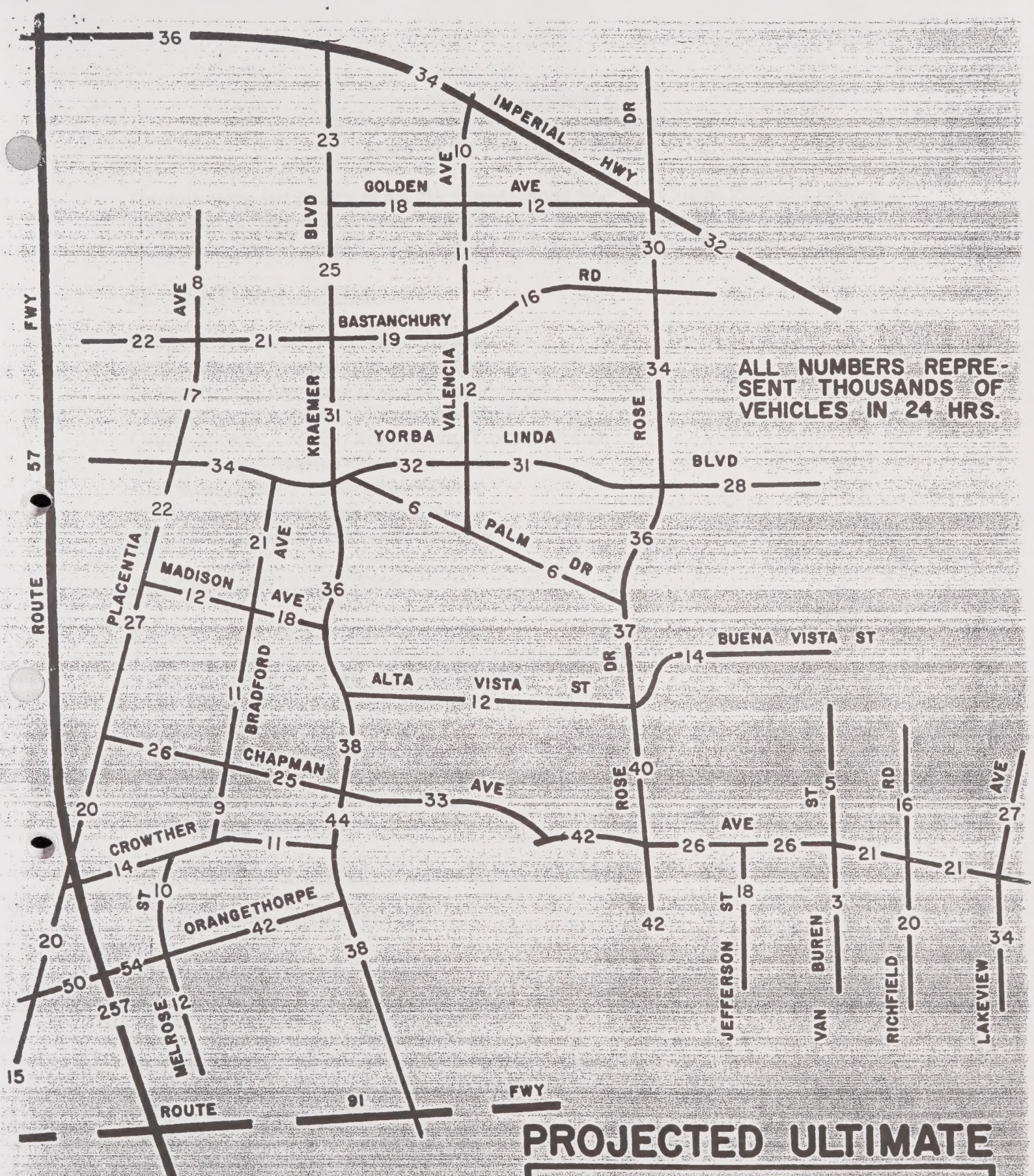
1990

TRAFFIC FLOW MAP



CITY OF PLACENTIA
TRAFFIC FLOW
MAP

DATE: 10/1/80
BY: [illegible]



ALL NUMBERS REPRESENT THOUSANDS OF VEHICLES IN 24 HRS.

**PROJECTED ULTIMATE
TRAFFIC FLOW
MAP
CITY OF PLACENTIA**

1995

DATA FROM NOCCS STUDY - 1981



**CITY OF PLACENTIA
INTERSECTIONS SHARED WITH
ADJACENT JURISDICTIONS**

The following list indicates all the intersections that the City of Placentia shares with neighboring jurisdictions. It is intended for use in identifying possible future Measure M projects that may involve coordination with others.

PLACENTIA/ANAHEIM:

Kraemer Boulevard/Crowther Avenue
Orangethorpe Avenue/Lakeview Avenue
Orangethorpe Avenue/Kraemer Boulevard
Orangethorpe Avenue/Miller/Crowther Avenue
Orangethorpe Avenue/Rose Drive/Tustin Avenue
Orangethorpe Avenue/Placentia Avenue
Van Buren Street/ MiraLoma Avenue
MiraLoma Avenue/Fee Ana Street
MiraLoma Avenue/Lakeview Avenue

PLACENTIA/FULLERTON:

Placentia Avenue/Chapman Avenue
Placentia Avenue/Nutwood Avenue/Primrose Avenue
Placentia Avenue/Yorba Linda Boulevard
Placentia Avenue/Madison Avenue
Placentia Avenue/Garnet Lane
Placentia Avenue/Crowther Avenue
Placentia Avenue/La Jolla Street/Via Burton Street
Placentia Avenue/Golden Avenue
Yorba Linda Boulevard/Sapphire

PLACENTIA/STATE DIVISION OF HIGHWAYS:

Rose Drive/Imperial Highway

PLACENTIA/YORBA LINDA:

Buena Vista Avenue/Van Buren Street
Buena Vista Avenue/Jefferson Street
Jefferson Street/Yorba Linda Boulevard
Yorba Linda Boulevard/Prospect Avenue
Rose Drive/Golden Avenue
Rose Drive/Yorba Linda Boulevard
Van Buren Street/Alta Vista Street

THE HISTORY OF THE CITY OF NEW YORK FROM 1624 TO 1898

The following is a list of the names of the persons who have been
mayors of the City of New York, from 1624 to 1898.

1624-1673

1. William Kieft, Dutch, 1624-1628
2. Peter Minuit, Dutch, 1628-1631
3. Willem Verelst, Dutch, 1631-1632
4. Willem Verelst, Dutch, 1632-1633
5. Willem Verelst, Dutch, 1633-1634
6. Willem Verelst, Dutch, 1634-1635
7. Willem Verelst, Dutch, 1635-1636
8. Willem Verelst, Dutch, 1636-1637
9. Willem Verelst, Dutch, 1637-1638
10. Willem Verelst, Dutch, 1638-1639

1673-1784

11. Peter Stuyvesant, Dutch, 1673-1684
12. Peter Stuyvesant, Dutch, 1684-1685
13. Peter Stuyvesant, Dutch, 1685-1686
14. Peter Stuyvesant, Dutch, 1686-1687
15. Peter Stuyvesant, Dutch, 1687-1688
16. Peter Stuyvesant, Dutch, 1688-1689
17. Peter Stuyvesant, Dutch, 1689-1690
18. Peter Stuyvesant, Dutch, 1690-1691
19. Peter Stuyvesant, Dutch, 1691-1692
20. Peter Stuyvesant, Dutch, 1692-1693

1784-1898

21. John B. Duane, American, 1784-1785
22. John B. Duane, American, 1785-1786
23. John B. Duane, American, 1786-1787
24. John B. Duane, American, 1787-1788
25. John B. Duane, American, 1788-1789
26. John B. Duane, American, 1789-1790
27. John B. Duane, American, 1790-1791
28. John B. Duane, American, 1791-1792
29. John B. Duane, American, 1792-1793
30. John B. Duane, American, 1793-1794

TABLE 5

ORANGE COUNTY

CONGESTION MANAGEMENT PROGRAM

HIGHWAY SYSTEM

Super Streets, State Highways, and Freeways - Super Streets Signalized Interchanges

Intersection / Interchange	Jurisdiction	No. on Map	LOS	
			AM	PM
5/Harbor Boulevard	Anaheim	24	A	A
5/Katella Avenue	Anaheim	26	B	F
57/Katella Avenue (North)	Anaheim	27N	A	A
57/Katella Avenue (South)	Anaheim	27S	A	A
91/Harbor Boulevard*	Anaheim	13	A	C
91/Imperial Highway (SR90 - CalTrans) West	Anaheim	20W	C	C
91/Imperial Highway (SR90-CalTrans) East	Anaheim	20E	A	E
91/State College Boulevard (East)	Anaheim	15E	B	C
91/State College Boulevard (West)	Anaheim	15W	A	A
91/Tustin Avenue (East)	Anaheim	18E	C	E
91/Tustin Avenue (West)	Anaheim	18W	C	D
Harbor Boulevard/Katella Avenue	Anaheim	25	B	C
Imperial Highway/(SR90)Orangethorpe Avenue*	Anaheim	19	E	F
57/Imperial Highway (SR90 - CalTrans) South	Brea	5S	B	B
Imperial Highway (SR90)/State College Boulevard	Brea	4	C	E
Imperial Highway/Valencia	Brea	66	B	B
5/Beach Boulevard (SR39 - CalTrans)	Buena Park	8	A	A
91/Beach Boulevard (SR39 - CalTrans) East	Buena Park	10E	A	B
91/Beach Boulevard (SR39- CalTrans) West	Buena Park	10W	B	B
91/Valley View Street (East)	Buena Park	7E	A	A
91/Valley View Street (West)	Buena Park	7W	B	D
Beach Boulevard (SR39)/Orangethorpe Avenue	Buena Park	9	C	C
405/Harbor Boulevard (North)	Costa Mesa	43N	D	F
405/Harbor Boulevard (South)	Costa Mesa	43S	A	D
Harbor Boulevard/Adams Avenue	Costa Mesa	44	E	F
Katella Avenue/Valley View Street	Cypress	22	D	E
Pacific Coast Hwy(SR1)/Street Golden Lantern	Dana Point	65	A	A
Pacific Coast Hwy.(SR1)/Crown Valley Parkway	Dana Point	63	B	C
Street of the Golden Lantern/Del Prado	Dana Point	66	A	A
57/Imperial Highway (SR90-CalTrans)* North	Fullerton	5N	D	D
Harbor Boulevard/Orangethorpe Avenue	Fullerton	12	C	D
Imperial Highway(SR90)/Harbor Boulevard*	Fullerton	3	C	D
Orangethorpe Avenue/State College Boulevard	Fullerton	14	F	F
22/Harbor Boulevard	Garden Grove	33	A	C
22/Valley View Street	Garden Grove	29	D	E
Beach Blvd (SR39)/Pacific Coast Hwy. (SR1-CalTrans)	Huntington Beach	46	A	A
Beach Blvd(SR39)/Edinger Ave.(S/B I-405 On-Ramp)	Huntington Beach	40	B	F
Beach Boulevard(SR39)/Adams Avenue	Huntington Beach	45	D	B
Beach Boulevard(SR39)/Warner Avenue	Huntington Beach	41	E	E
Bolsa Chica Road/Bolsa Avenue	Huntington Beach	31	C	A
Pacific Coast Highway(SR1)/Warner Avenue	Huntington Beach	37	D	C
Warner Avenue/Bolsa Chica Road	Huntington Beach	38	A	B
405/Beach Blvd. (Center Drive/Beach Blvd.)	Huntington Beach	39	A	E

TABLE 5

ORANGE COUNTY

CONGESTION MANAGEMENT PROGRAM

HIGHWAY SYSTEM

Super Streets, State Highways, and Freeways - Super Streets Signalized Interchanges

Intersection / Interchange	Jurisdiction	No. on Map	LOS	
			AM	PM
5/Jamboree Road (North)	Irvine	53N	A	C
5/Jamboree Road* (South)	Irvine	53S	C	B
Irvine Center Drive/405 (North)	Irvine	55N	D	A
Irvine Center Drive/405 (South)	Irvine	55S	C	A
Jamboree Road/405 (North)	Irvine	50N	F	D
Jamboree Road/405 (South)	Irvine	50S	C	A
Jamboree/MacArthur	Irvine		B	B
Beach Blvd.(SR39)/Imperial Highway(SR90-CalTrans)	La Habra	2	D	D
Beach Blvd.(SR39)/Whittier Blvd.(SR72-CalTrans)	La Habra	1	A	A
5/Orangethorpe Avenue	La Palma	11	N/A1	N/A ¹
Broadway/Pacific Coast Highway(SR1)	Laguna Beach	60	D	C
Laguna Canyon Road(SR133)/El Toro Road	Laguna Beach	59	F	F
Moulton Parkway/Crown Valley Parkway	Laguna Niguel	62	A	A
605/Katella Avenue	Los Alamitos	21	B	C
5/Crown Valley Parkway (North)	Mission Viejo	61N	B	B
5/Crown Valley Parkway (South)	Mission Viejo	61S	E	F
Pacific Coast Hwy(SR1)/MacArthur Blvd(SR73-CalTrans)	Newport Beach	48	A	C
Pacific Coast Hwy(SR1)/Newport Boulevard(SR55-CalTrans)	Newport Beach	47	A	A
55/Katella Avenue (North)	Orange	28N	C	F
55/Katella Avenue (South)	Orange	28S	D	F
57/Orangethorpe Avenue (North)	Placentia	16N	A	E
57/Orangethorpe Avenue (South)	Placentia	16S	A	B
Imperial Highway(SR90)/Rose Drive*	Placentia	6	C	D
Rose Drive/Orangethorpe Avenue*	Placentia	17	D	D
5/Ortega Highway (SR74 - CalTrans) North	San Juan Cap.	64N	D	B
5/Ortega Highway (SR74 - CalTrans) South	San Juan Cap.	64S	B	C
5/First Street	Santa Ana	35	N/A3	N/A ³
55/South Edinger Avenue (South)*	Santa Ana	51S	F	F
Harbor Boulevard/Bolsa Avenue (1st Street)	Santa Ana	34	B	D
Harbor Boulevard/Warner Avenue	Santa Ana	42	A	C
Irvine /55 (South)	Santa Ana		N/A3	N/A3
Beach Boulevard (SR39)/Katella Avenue	Stanton	23	C	D
55/North Edinger Avenue (CalTrans)*	Tustin	51N	C	B
55/North Irvine Boulevard (CalTrans)	Tustin	36	N/A3	N/A3
Jamboree Road/Irvine Boulevard	Tustin	54	E	B
Jamboree/Edinger	Tustin	52	E	D

TABLE 5

ORANGE COUNTY

CONGESTION MANAGEMENT PROGRAM

HIGHWAY SYSTEM

Super Streets, State Highways, and Freeways - Super Streets Signalized Interchanges

Intersection / Interchange	Jurisdiction	No. on Map	LOS	
			AM	PM
5/El Toro Road (North)(Bridger)	Unincorporated	57N	A	C
5/El Toro Road (South) (Carlota)	Unincorporated	57S	B	E
El Toro Road/Moulton Parkway	Unincorporated	58	D	B
El Toro Road/Trabuco Road	Unincorporated	56	E	C
405/Bolsa Chica Road (Garden Grove Blvd./Bolsa Chica)	Westminster	30	F	F
Beach Boulevard(SR39)/Bolsa Avenue	Westminster	32	B	E

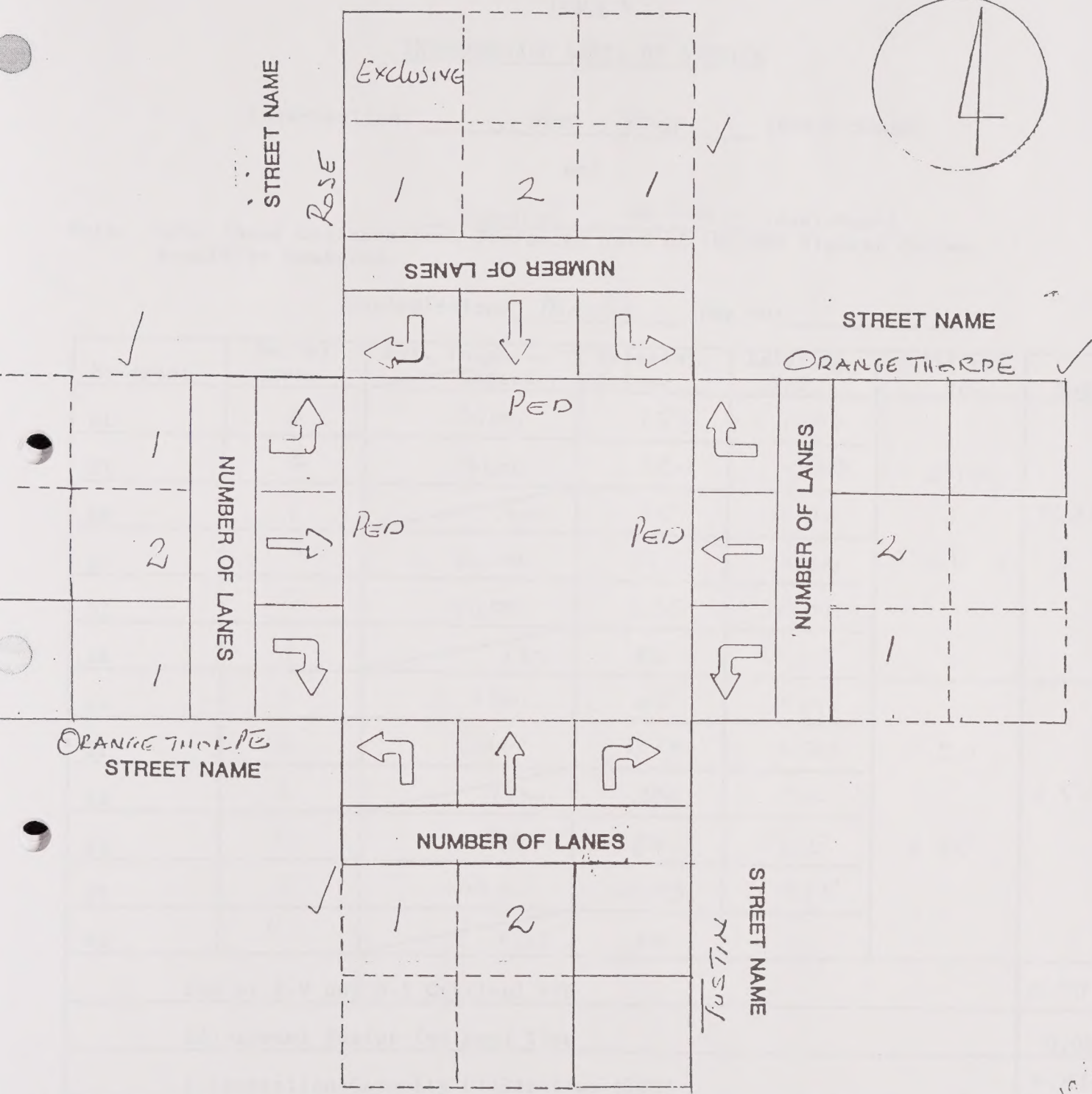
* Multiple Agency Controlled

1 On-Ramp Unsignalized

2 Grade Separation

3 Under Construction

dr/2052710532655



SIGNAL PHASING

--	--	--	--	--	--	--	--

8 PHASE

5/17-10/10



South Street

WEST SIDE

East Side

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Page 1

TABLE 5
INTERSECTION LEVEL OF SERVICE

Intersection: ROSE DRIVE (North-South)

and

Imperial Highway (East-West)

Note: Only those intersections listed as part of the CMP Highway System should be measured.

Jurisdiction: Placentia Map No: _____

Movement	No. of Lanes	Adj. Factor Capacity	Existing Volume	Existing V/C	Critical V/C	Sum
NL	2	3400	253	0.07	0.10 ✓	0.24
NT	2	3400	350	0.10		
NR	1	1700	25	0.01		
SL	2	3400	477	0.14	0.14 ✓	
ST	2	3400	275	0.08		
SR	1	1700	82	0.05		
EL	1	1700	45	0.06	0.50 ✓	0.55
ET	2	3400	1718	0.50		
ER	1	1700	280	0.16		
WL	1	1700	88	0.05	0.05 ✓	
WT	3	4868	1203	0.25		
WR	0	2417	60			
Sum of E-W and N-S Critical V/C						0.79
Adjustment Factor for Lost Time						0.05
Intersection Capacity Utilization (ICU)						0.84

Level of Service: A = 0.00 - 0.60
B = 0.61 - 0.70
C = 0.71 - 0.80
D = 0.81 - 0.90
E = 0.91 - 1.00
F = 1.00 +

Dates of Counts: 3/17-19/92
Peak Period: PM
Signal Phasing: _____
Right Turn Overlap: _____

INTERVIEW OF [Name]

Interviewer: [Name]
 Date: [Date]
 Location: [Location]

Interviewer: [Name]
 Date: [Date]
 Location: [Location]

Interviewer: [Name]
 Date: [Date]
 Location: [Location]

Q	A	Q	A	Q	A
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13		14		15	
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625		626		627	
628		629		630	
631		632		633	
634		635		636	
637		638		639	
640		641		642	
643		644		645	
646		647		648	
649		650		651	
652		653		654	
655		656		657	
658		659		660	
661		662		663	
664		665		666	
667		668		669	
670		671		672	
673		674		675	
676		677		678	
679		680		681	
682		683		684	
685		686		687	
688		689		690	
691		692		693	
694		695		696	
697		698		699	
700		701		702	
703		704		705	
706		707		708	
709		710		711	
712		713		714	
715		716		717	
718		719		720	
721		722		723	
724		725		726	
727		728		729	
730		731		732	
733		734		735	
736		737		738	
739		740		741	
742		743		744	
745		746		747	
748		749		750	
751		752		753	
754		755		756	
757		758		759	
760		761		762	
763		764		765	
766		767		768	
769		770		771	
772		773		774	
775		776		777	
778		779		780	
781		782		783	
784		785		786	
787		788		789	
790		791		792	
793		794		795	
796		797		798	
799		800		801	
802		803		804	
805		806		807	
808		809		810	
811		812		813	
814		815		816	
817		818		819	
820		821		822	
823		824		825	
826		827		828	
829		830		831	
832		833		834	
835		836		837	
838		839		840	
841		842		843	
844		845		846	
847		848		849	
850		851		852	
853		854		855	
856		857		858	
859		860		861	
862		863		864	
865		866		867	
868		869			

TABLE 5
INTERSECTION LEVEL OF SERVICE

Intersection: ROSE DRIVE (North-South)

and

IMPERIAL HWY (East-West)

Note: Only those intersections listed as part of the CMP Highway System should be measured.

Jurisdiction: Placentia Map No: _____

Movement	No. of Lanes	Adj. Factor Capacity	Existing Volume	Existing V/C	Critical V/C	Sum	
NL	2	3400	237	0.07	0.07 ✓	0.20	
NT	2	3400	286	0.08			
NR	1	1700	48	0.03			
SL	2	3400	182	0.05			
ST	2	3400	433	0.13	0.13 ,		
SR	1	1700	65	0.04			
EL	1	1700	71	0.04	0.04	0.46	
ET	2	3400	815	0.24			
ER	1	1700	170	0.10	0.42		
WL	1	1700	171	0.10			
WT	3	4652	1752	0.42			
WR	0	0.42	171				
Sum of E-W and N-S Critical V/C						0.66	
Adjustment Factor for Lost Time						0.05	
Intersection Capacity Utilization (ICU)						0.71	

Level of Service: A = 0.00 - 0.60
B = 0.61 - 0.70
C = 0.71 - 0.80
D = 0.81 - 0.90
E = 0.91 - 1.00
F = 1.00 +

Dates of Counts: 3/17-19/92
Peak Period: AM
Signal Phasing: _____
Right Turn Overlap: _____

REPORT FOR INTERSECTION MANUAL COUNTS

INTERSECTION: ROSE DRIVE (NORTH-SOUTH)

AND

IMPERIAL HIGHWAY (EAST-WEST)

AVERAGE PEAK HOUR OF THREE DAY COUNTS

MOVEMENT	AM	PM
NL	282	472
NT	438	275
NR	65	82
SL	237	253
ST	286	350
SR	48	25
EL	171	88
ET	1982	1203
ER	191	60
WL	71	95
WT	825	1718
WR	170	280

AVERAGE PEDESTRIAN PEAK HOUR OF THREE DAY COUNTS:

LEG	AM	PM
NORTH	4	9
SOUTH	4	3
EAST	11	6
WEST	9	7

3/17-19/97

STANDARD FORM NO. 64

1-10-64 (Rev. 1-1-64) 1-10-64 (Rev. 1-1-64)

1-10-64

1-10-64 (Rev. 1-1-64)

STANDARD FORM NO. 64

1-10-64	1-10-64	1-10-64
1-10-64	1-10-64	1-10-64
1-10-64	1-10-64	1-10-64
1-10-64	1-10-64	1-10-64
1-10-64	1-10-64	1-10-64
1-10-64	1-10-64	1-10-64
1-10-64	1-10-64	1-10-64
1-10-64	1-10-64	1-10-64
1-10-64	1-10-64	1-10-64
1-10-64	1-10-64	1-10-64
1-10-64	1-10-64	1-10-64
1-10-64	1-10-64	1-10-64
1-10-64	1-10-64	1-10-64
1-10-64	1-10-64	1-10-64
1-10-64	1-10-64	1-10-64

STANDARD FORM NO. 64

1-10-64	1-10-64	1-10-64
1-10-64	1-10-64	1-10-64
1-10-64	1-10-64	1-10-64
1-10-64	1-10-64	1-10-64
1-10-64	1-10-64	1-10-64

(4)

STREET NAME Rose			FREE					
			RIGHT					
			1	2	2			
			NUMBER OF LANES					
						STREET NAME		
						Imperial		
NUMBER OF LANES			PED					
			PED			PED		
						STREET NAME 350		
NUMBER OF LANES								
2	2	1						
						Exclusive		

SIGNAL PHASING

								
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REPORT FOR INTERSECTION MANUAL COUNTS

INTERSECTION: ROSE DRIVE (NORTH-SOUTH)

AND

ORANGETHORPE AVE. (EAST-WEST)

AVERAGE PEAK HOUR OF THREE DAY COUNTS

MOVEMENT	AM	PM
NL S/B	207	113
NT /	1026	766
NR /	204	79
SL N/B	116	206
ST /	461	1162
SR /	29	107
EL W/B	256	104
ET /	1287	736
ER /	73	145
WL E/B	70	263
WT /	435	1047
WR /	101	83

AVERAGE PEDESTRIAN PEAK HOUR OF THREE DAY COUNTS:

LEG	AM	PM
NORTH	1	0
SOUTH	3	2
EAST	5	7
WEST	2	5

TABLE 1. SUMMARY OF DATA FOR THE 1960-1961 SEASON

Source: U.S. Department of the Interior, Bureau of Reclamation, Washington, D.C.

Notes:

1. Data for the 1960-1961 season are based on the 1961 annual report.

2. Data for the 1959-1960 season are based on the 1960 annual report.

State	1960-1961	1959-1960
Alabama	1.2	1.1
Alaska	1.0	0.9
Arizona	0.8	0.7
Arkansas	0.6	0.5
California	0.5	0.4
Colorado	0.4	0.3
Connecticut	0.3	0.2
Delaware	0.2	0.1
District of Columbia	0.1	0.0
Florida	0.1	0.0
Georgia	0.1	0.0
Hawaii	0.1	0.0
Idaho	0.1	0.0
Illinois	0.1	0.0
Indiana	0.1	0.0
Iowa	0.1	0.0
Kansas	0.1	0.0
Kentucky	0.1	0.0
Louisiana	0.1	0.0
Maine	0.1	0.0
Maryland	0.1	0.0
Massachusetts	0.1	0.0
Michigan	0.1	0.0
Minnesota	0.1	0.0
Mississippi	0.1	0.0
Missouri	0.1	0.0
Montana	0.1	0.0
Nebraska	0.1	0.0
Nevada	0.1	0.0
New Hampshire	0.1	0.0
New Jersey	0.1	0.0
New Mexico	0.1	0.0
New York	0.1	0.0
North Carolina	0.1	0.0
North Dakota	0.1	0.0
Ohio	0.1	0.0
Oklahoma	0.1	0.0
Oregon	0.1	0.0
Pennsylvania	0.1	0.0
Rhode Island	0.1	0.0
South Carolina	0.1	0.0
South Dakota	0.1	0.0
Tennessee	0.1	0.0
Texas	0.1	0.0
Utah	0.1	0.0
Vermont	0.1	0.0
Virginia	0.1	0.0
Washington	0.1	0.0
West Virginia	0.1	0.0
Wisconsin	0.1	0.0
Wyoming	0.1	0.0

Source: U.S. Department of the Interior, Bureau of Reclamation, Washington, D.C.

State	1960-1961	1959-1960
Alabama	1.2	1.1
Alaska	1.0	0.9
Arizona	0.8	0.7
Arkansas	0.6	0.5

TABLE 5

INTERSECTION LEVEL OF SERVICEIntersection: ROSE DRIVE (North-South)

and

ORANGE THORPE AVE. (East-West)

Note: Only those intersections listed as part of the CMP Highway System should be measured.

Jurisdiction: Placentia Map No: _____

Movement	No. of Lanes	Adj. Factor Capacity	Existing Volume	Existing V/C	Critical V/C	Sum
NL	1	1700	116	0.07	0.07 ✓	0.37
NT	2	3179	461	0.14		
NR	0	201	29			
SL	1	1700	207	0.12		
ST	2	3400	1026	0.30	0.30 ✓	
SR	1	1700	204	0.12		0.40
EL	1	1700	70	0.04	0.04 ✓	
ET	2	3400	435	0.13		
ER	1	1700	101	0.06		
WL	1	1700	256	0.15		
WT	2	3218	1287	0.40	0.40 ✓	0.81
WR	0	182	73			
Sum of E-W and N-S Critical V/C						0.81
Adjustment Factor for Lost Time						0.05
Intersection Capacity Utilization (ICU)						0.86

Level of Service: A = 0.00 - 0.60
 B = 0.61 - 0.70
 C = 0.71 - 0.80
 (D) = 0.81 - 0.90
 E = 0.91 - 1.00
 F = 1.00 +

Dates of Counts: 3/17-19/92
 Peak Period: AM
 Signal Phasing: 8-P
 Right Turn Overlap: _____

1100714060515

OF 12

STREET NAME 57th St S B on 9 off

NUMBER OF LANES 3

PEDESTRIAN CROSSING PEO

ADDITIONAL INFORMATION NU

TABLE 5
INTERSECTION LEVEL OF SERVICE

Intersection: ROSE DRIVE (North-South)

and

Orangeburg Ave (East-West)

Note: Only those intersections listed as part of the CHP Highway Survey should be measured.

Jurisdiction: Placentia Map No:

Movement	No. of Lanes	Adj. Factor / Capacity	Existing Volume	Existing V/C
NL	1	1700	206	0.12
NT	2	3400	1162	0.37
NR	0		107	
SL	1	1700	113	0.07
ST	2	3400	766	0.22
SR	1	1700	79	0.05
EL	1	1700	263	0.15
ET	2	3400	1047	0.31
ER	1	1700	83	0.05
WL	1	1700	104	0.06
WT	2	3400	736	0.26
WR	0		115	

Sum of E-W and N-S Critical V/C

Adjustment Factor for Lost Time

Intersection Capacity Utilization (ICU)

Level of Service: A = 0.00 - 0.60
B = 0.61 - 0.70
C = 0.71 - 0.80
D = 0.81 - 0.90
E = 0.91 - 1.00
F = 1.00 +

Dates of Counts: 3/17
Peak Period: PM
Signal Phasing: 8-P
Right Turn Overlap:

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REPORT FOR INTERSECTION MANUAL COUNTS

INTERSECTION: 57 FWY S/B RAMPS (NORTH-SOUTH)

AND

ORANGETHORPE (EAST-WEST)

AVERAGE PEAK HOUR OF THREE DAY COUNTS

MOVEMENT	AM	PM
NL S/B	384	274
NT	0	0
NR	246	252
SL N/B	0	0
ST	0	0
SR	0	0
EL W/B	0	0
ET	1125	1166
ER	264	302
WL E/B	74	229
WT	709	897
WR	0	0

AVERAGE PEDESTRIAN PEAK HOUR OF THREE DAY COUNTS:

LEG	AM	PM
NORTH	0	0
SOUTH	0	0
EAST	0	0
WEST	0	0

STATE OF TEXAS

COUNTY OF _____

1	2	3
4	5	6
7	8	9
10	11	12
13	14	15
16	17	18
19	20	21
22	23	24
25	26	27
28	29	30
31	32	33
34	35	36
37	38	39
40	41	42
43	44	45
46	47	48
49	50	51
52	53	54
55	56	57
58	59	60
61	62	63
64	65	66
67	68	69
70	71	72
73	74	75
76	77	78
79	80	81
82	83	84
85	86	87
88	89	90
91	92	93
94	95	96
97	98	99
100	101	102

1	2	3
4	5	6
7	8	9
10	11	12
13	14	15
16	17	18
19	20	21
22	23	24
25	26	27
28	29	30
31	32	33
34	35	36
37	38	39
40	41	42
43	44	45
46	47	48
49	50	51
52	53	54
55	56	57
58	59	60
61	62	63
64	65	66
67	68	69
70	71	72
73	74	75
76	77	78
79	80	81
82	83	84
85	86	87
88	89	90
91	92	93
94	95	96
97	98	99
100	101	102

TABLE 5

INTERSECTION LEVEL OF SERVICE

Intersection: 57 Freeway N/B Loop (North-South)
and

Orange Avenue (East-West)
Note: Only those intersections listed as part of the CHP Highway System should be measured.

Jurisdiction: Placer Map No: _____

Movement	No. of Lanes	Adj. Factor Capacity	Existing Volume	Existing V/C	Critical V/C	Sum
NL	.33		0	0	0.18 ✓	0.18 ✓
NT	.33	1700	0	0		
NR	.33		0	0		
SL	1.33	2072	324	0.18		
ST	.33	0	0			
SR	.33		246	0.18	0.04 ✓	0.37 ✓
EL	1	1700	74	0.04		
ET	3	5100	707	0.14		
ER	0		0	0		
WL	1	1700	0	0		
WT	2	3400	1125	0.33		
WR F	1		264	0.16		
Sum of E-W and N-S Critical V/C						0.55
Adjustment Factor for Lost Time						0.05
Intersection Capacity Utilization (ICU)						0.60

Level of Service: (A) = 0.00 - 0.60
B = 0.61 - 0.70
C = 0.71 - 0.80
D = 0.81 - 0.90
E = 0.91 - 1.00
F = 1.00 +

Dates of Counts: 4/7-9/92
Peak Period: AM
Signal Phasing: N/S Split
Right Turn Overlap: _____

1100714060515

TABLE 5

INTERSECTION LEVEL OF SERVICEIntersection: 57 Freeway N/S (North-South)

and

Orange Avenue (East-West)

Note: Only those intersections listed as part of the CMP Highway System should be measured.

Jurisdiction: Placatin Map No: _____

Movement	No. of Lanes	Adj. Factor Capacity	Existing Volume	Existing V/C	Critical V/C	Sum
NL	1/3		0	0		
NT	1/3	1700	0	0		
NR	1/3		0	0		
SL	1.33	1700	274	0.16	0.16	0.16
ST	.33	0	0	0.15		
SR	.33	1700	252	0.15		
EL	1	1700	229	0.13	0.13	
ET	3	5100	897	0.17		
ER	0		0	0		
WL	1	1700	0	0		0.47
WT	2	3400	1166	0.34	0.34	
WR F	1		302	0.18		
Sum of E-W and N-S Critical V/C						0.63
Adjustment Factor for Lost Time						0.05
Intersection Capacity Utilization (ICU)						0.68

Level of Service: A = 0.00 - 0.60
 B = 0.61 - 0.70
 C = 0.71 - 0.80
 D = 0.81 - 0.90
 E = 0.91 - 1.00
 F = 1.00 +

Dates of Counts: 4/7-9/92
 Peak Period: PM
 Signal Phasing: N/S SPLIT
 Right Turn Overlap: _____

INTERSECTION OF ORANGE THORPE | 57 FWY NORTH

4

STREET NAME 57 FWY N3 DRAINAGE											
			NUMBER OF LANES								
											
ORANGE THORPE STREET NAME			PEU			PEU			PEU		
			No PEU			PEU			PEU		
			PEU			PEU			PEU		
NUMBER OF LANES			NUMBER OF LANES			NUMBER OF LANES			NUMBER OF LANES		
											
											
											
ORANGE THORPE STREET NAME			NUMBER OF LANES			STREET NAME 57 FWY N3 DRAINAGE			STREET NAME 57 FWY N3 DRAINAGE		
2			1								

SIGNAL PHASING

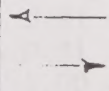
							
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TABLE 5
INTERSECTION LEVEL OF SERVICE

Intersection: 57 Hwy N/A RAMP (North-South)

and

ORANGE THORPE (East-West)

Note: Only those intersections listed as part of the CMP Highway System should be measured.

Jurisdiction: MacArthur Map No: _____

Movement	No. of Lanes	Adj. Factor Capacity	Existing Volume	Existing V/C	Critical V/C	Sum
NL	2	3400	615	0.18	0.24	0.24 ✓
NT	0		0			
NR	1	1700	416	0.24		
SL						
ST						
SR						
EL	1	1700	164	0.10	0.10	0.30 ✓
ET	3	5100	778	0.15		
ER	0		0			
WL	0		0			
WT	3	5100	1033	0.20	0.20	
WR	1	1700	208	0.12		
Sum of E-W and N-S Critical V/C						0.54
Adjustment Factor for Lost Time						0.05
Intersection Capacity Utilization (ICU)						0.59

Level of Service: (A) = 0.00 - 0.60
 B = 0.61 - 0.70
 C = 0.71 - 0.80
 D = 0.81 - 0.90
 E = 0.91 - 1.00
 F = 1.00 +

Dates of Counts: 3/31 - 4/2/92
 Peak Period: AM
 Signal Phasing: _____
 Right Turn Overlap: _____

INTERESTING DATA ON SPACES

Information on the spaces of the building is given in the following table.

and

Notes: 1. The spaces are numbered 1 to 10 in the order in which they are mentioned in the text. 2. The spaces are numbered 1 to 10 in the order in which they are mentioned in the text.

Information on the spaces of the building is given in the following table.

Space	Area (sq. ft.)	Volume (cu. ft.)	Height (ft.)	Notes
1	100	1000	10	
2	200	2000	10	
3	300	3000	10	
4	400	4000	10	
5	500	5000	10	
6	600	6000	10	
7	700	7000	10	
8	800	8000	10	
9	900	9000	10	
10	1000	10000	10	
Total of 1 to 10: 5500 sq. ft., 55000 cu. ft., 55 ft. high.				
Adjustment for the last table				
Information on Spaces 11 to 20 is given in the following table.				

Notes: 1. The spaces are numbered 1 to 20 in the order in which they are mentioned in the text. 2. The spaces are numbered 1 to 20 in the order in which they are mentioned in the text.

TABLE 5
INTERSECTION LEVEL OF SERVICE

Intersection: 57th Hwy NLRHP (North-South)
and

ORANGETHORPE AVE (East-West)

Note: Only those intersections listed as part of the CMP Highway System should be measured.

Jurisdiction: Placencia Map No: _____

Movement	No. of Lanes	Adj. Factor Capacity	Existing Volume	Existing V/C	Critical V/C	Sum
NL	2	3400	806	0.24 ✓	0.32 ✓	0.32
NT	0		0			
NR	1	1700	538	0.32 ✓		
SL						
ST						
SR						
EL	1	1700	408	0.24 ✓	0.24	0.61
ET	3	5100	1070	0.21 ✓		
ER	0		0			
WL	0		0			
WT	3	5100	925	0.18 ✓		
WR	1	1700	637	0.37 ✓	0.37	
Sum of E-W and N-S Critical V/C						1.93
Adjustment Factor for Lost Time						0.05
Intersection Capacity Utilization (ICU)						0.98

Level of Service: A = 0.00 - 0.60
B = 0.61 - 0.70
C = 0.71 - 0.80
D = 0.81 - 0.90
E = 0.91 - 1.00
F = 1.00 +

Dates of Counts: 5/21 - 4/2/12
Peak Period: PM
Signal Phasing: _____
Right Turn Overlap: _____

1100714060515

REPORT FOR INTERSECTION MANUAL COUNTS

INTERSECTION: 57 FWY N/B RAMP (NORTH-SOUTH)

AND

ORANGETHORPE (EAST-WEST)

AVERAGE PEAK HOUR OF THREE DAY COUNTS

MOVEMENT	AM	PM
NL S/B	0	0
NT	0	0
NR	0	0
SL N/B	615	806
ST	0	0
SR	416	538
EL W/B	0	0
ET	1033	925
ER	208	637
WL E/B	164	408
WT	778	1070
WR	0	0

AVERAGE PEDESTRIAN PEAK HOUR OF THREE DAY COUNTS:

LEG	AM	PM
NORTH	0	0
SOUTH	0	0
EAST	0	0
WEST	1	0

REPORT OF THE COMMISSIONER OF THE GENERAL LAND OFFICE

FOR THE YEAR ENDING 1897

1897

ALBANY, N. Y., JANUARY 1, 1898

ALBANY, N. Y., JANUARY 1, 1898

STATE	UNITED STATES	FOREIGN	TOTAL
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40
41	42	43	44
45	46	47	48
49	50	51	52
53	54	55	56
57	58	59	60
61	62	63	64
65	66	67	68
69	70	71	72
73	74	75	76
77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100

ALBANY, N. Y., JANUARY 1, 1898

STATE	UNITED STATES	FOREIGN	TOTAL
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40
41	42	43	44
45	46	47	48
49	50	51	52
53	54	55	56
57	58	59	60
61	62	63	64
65	66	67	68
69	70	71	72
73	74	75	76
77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100

<u>Sublink</u>		<u>Exact Location</u>	<u>Average 3 day</u>	<u>No. of Lane</u>	<u>LOS</u>
<u>Beach Blvd.</u>					
1.	Whittier - Lambert	200' s/o Gregory Lane	25,232	4D	B
2.	Lambert - Imperial Hwy.	200' s/o Lambert	30,497	4D	D
3.	Imperial Hwy - Rosecran	500' s/o Hills Bourgh	38,287	4D	A*
4.	Rosecran - Malvern	@ Durangop	40,592	4D	A*
5.	Malvern - Commonwealth	25' n/o Pacific	60,645	4D	C*
6.	Commonwealth - I-5	20' s/o Court St.	44,793	5D	E
7.	I-5 - Orangethorpe	20' s/o Court St.	44,793	5D	E
8.	Orangethorpe - 91 Fwy	150' s/o Orangethorpe	51,081	6D	E
9.	91 Fwy - La Palma	700' n/o La Palma	51,738	6D	E
10.	La Palma - Lincoln	600' n/o La Palma	43,470	6D	D
11.	Lincoln - Ball	500' n/o Orange Ave.	50,702	6D	E
12.	Ball - Katella	50' s/o Starr	47,065	6D	D
13.	Katella - Chapman	400' s/o Katella	59,317	6D	C*
14.	Chapman - Garden Grove	100' n/o Lampson	50,056	6D	D
15.	Garden Grove - Westminster	100' n/o Trask	60,514	6D	E*
16.	Westminster - Bolsa	800' n/o Bolsa	55,870	6D	E
17.	Bolsa - 405 Fwy	700' n/o 405 Fwy	52,583	6D	E
18.	405 Fwy - Edinger	too close for count		6D	
19.	Edinger - Warner	150' s/o Heil	40,386	6D	C
20.	Warner - Talbert	600' s/o Warner	53,112	6D	E
21.	Talbert - Main	250' n/o Ellis	30,840	6D	A
22.	Main - Garfield	300' s/o Ellis	39,481	6D	C
23.	Garfield - Yorktown	100' n/o Yorktown	40,325	6D	C
24.	Yorktown - Adams	150' s/o Yorktown	37,302	6D	B
25.	Adams - Atlanta	500' n/o Indianapolis	20,205	6D	A
26.	Atlanta - PCH	1,000 n/o Atlanta	12,348	6D	A

<u>Sublink</u>	<u>Exact Location</u>	<u>Average 3 day</u>	<u>No. of Lane</u>	<u>LOS</u>
<u>Valley View</u>				
27. Frwy 91 - La Palma	200' s/o Patton Way	40,521	4D	B*
28. La Palma - Lincoln	300' s/o San Rafael Dr.	36,750	4D	E
29. Lincoln - Ball	400' s/o Fred Drive	36,565	6D	B
30. Ball - Cerritos	200' s/o Cathy Ave.	35,682	6D	B
31. Cerritos - Katella	400' n/o Katella	37,924	6D	B
32. Katella - Chapman	300' n/o Orangewood Ave.	44,611	6D	C
33. Chapman - Fwy. 22	1000' n/o Cerulean Ave.	48,950	5D	D*
33a. Fwy 22 - Garden Grove Blvd.				B*
34. Garden Grove Blvd. - Westminster	1000' n/o Duncannon Ave.	39,477	4D	A*
35. Westminster - Bolsa	1000' n/o Bolsa Ave.	42,788	6D	C
36. Bolsa - Edinger	800' s/o Edinger	33,277	6D	A
37. Edinger - Warner	250' s/o Pearce	29,915	6D	A
<u>Harbor</u>				
38. Whittier - County Line	50' n/o Carmela St.	20,844	4D	A
39.			4D	
40. Imp. Hwy. - Bastanchury	200' n/o Hermosa Dr.	29,693	4D	C
41. Bastanchury - Brea Blvd.	500' s/o Bastanchury	29,469	4D	C
42. Brea Blvd. - Glenwood	500' s/o Brea	39,914	4D	C*
43. Glenwood - Chapman	Union-Glenwood	32,153	4D	D
City supplied (2 day Count)				
44. Chapman - Commonwealth	400' s/o Chapman	34,011	4D	E
45. Commonwealth - Orangethorpe	500' s/o Commonwealth	38,037	4D	E*
46. Orangethorpe - Fwy 91	7,000' s/o Orangethorpe	44,407	4D	F

	<u>Sublink</u>	<u>Exact</u>	<u>Average</u>	<u>Lane</u>	<u>LOS</u>
		<u>Location</u>	<u>3 day</u>		
47.	Fwy 91 - Anaheim	200' s/o 91 FWY	35,975	4D	E
48.	Anaheim - La Palma	300' n/o La Palma	31,115	4D	D
49.	La Palma - Lincoln	800' s/o La Palma	26,797	4D	C
50.	Lincoln - Ball	800' n/o Ball	28,839	4D	C
51.	Ball - I-5 Fwy	800' n/o I-5	60,025	4D	E*
52.	I-5 Fwy - Katella	800' s/o I-5	38,543	4D	D*
53.	Katella - Convention Way	3000' n/o Convention Way	42,216	6D	C
54.	Convention Way - Chapman	2500' s/o Chapman	35,772	6D	B
55.	Chapman - Garden Grove	400' n/o Lampson Ave.	32,880	5D	C
56.	Garden Grove - Westminster	800' n/o Westminster	51,155	5D	D*
57.	Westminster - Bolsa	800' n/o Bolsa	46,126	6D	D
58.	Bolsa - Edinger	300' n/o Lilac Way	39,783	6D	C
59.	Edinger - Warner	25' n/o Goodale Ave.	36,235	4D	E
60.	Warner - Segerstrom	500' n/o Segerstrom	39,262	6D	B
61.	Segerstrom - Macarthur	50' s/o Carriage Dr.	39,808	6D	C
62.	Macarthur - Sunflower	300' s/o Sunflower	47,284	6D	D
63.	Sunflower - South Coast	500' n/o Sunflower	52,330	6D	E
64.	South Coast - 405 Fwy	Too close for count		6D	
65.	405 Fwy - Baker	25' n/o Date Place	61,905	6D	C*
66.	Baker - Adams	25' s/o Village Way	58,237	6D	C*
67.	Adams - Mesa Verde	200' s/o Adams Ave.	49,783	6D	D
68.	Mesa Verde - Merrimac	Too close for count		6D	
69.	Merrimac - Fair	600' s/o Fair Drive	51,968	6D	E
70.	Fair - 19th	150' n/o Hamilton	58,358	5D	C*
71.	19th - Newport Blvd.	400' n/o Newport	23,228	4D	E

<u>Sublink</u>	<u>Exact Location</u>	<u>Average 3 day</u>	<u>No. of Lane</u>	<u>LOS</u>
<u>State College</u>				
72. Imperial - Bastanchury	500' n/o Bastanchury Rd.	18,792	4D	A
73. Bastanchury - Yorba Linda	500' n/o Yorba Linda Blvd.	19,176	4D	A
74. Yorba Linda - Nutwood	50' s/o Ranch Rd.	25,780	4D	B
75. Nutwood - Chapman	500' s/o Nutwood Ave.	24,399	4D	B
76. Chapman - Commonwealth	300' s/o Chapman Ave.	19,620	4D	A
77. Commonwealth - Orangethorpe	800' s/o Orange	24,224	4D	B
78. Orangethorpe - 91 Fwy	2000' s/o Orangethorpe Ave.	26,803	4D	C

Valencia

79. Lambert - Rose	150' s/o Lambert Rd.	12,435	2	E
80. Rose - Imperial Hwy.	500' s/o Rose Dr.	7,217	4D	A

Rose

81. Imperial Hwy - Bastanchury	700' n/o Imperial	13,803	4D	A
82. Bastanchury - Yorba Linda	1000' s/o Bastanchury	13,512	4D	A
83. Yorba Linda - Orangethorpe	500' n/o Buena Vista	23,861	4D	B
84. Orangethorpe - La Palma	800' n/o Orangethorpe	33,045	4D	D
85. La Palma - 91 Fwy	200' n/o La Palma	66,846	4D	B*

Carbon Canyon

86. Valencia - County Line	500' s/o Valencia Ave.	17,547	2	A*
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LocationAverage
3 dayNO. OF
LaneLOSWhittier

86A. County Line - Beach	75' w/o Valley Home Ave.	29,557	4D	C
87. Beach - Harbor	200' w/o Walnut St.	33,517	4D	D

Imperial Hwy

88. Beach - Euclid	200' e/o Idaho	48,189	4D	B*
89. Euclid - Harbor	400' e/o Euclid	49,364	6D	D
90. Harbor - Puente	400' w/o Puente	44,367	4D	B*
91. Puente - Brea	150' w/o Arovista Ave.	45,172	4D	C*
92. Brea - State College	1500' e/o Brea	48,003	4D	C*
93. State College - 57 Fwy	200' w/o 57 Fwy.	64,452	6D	F
94. 57 Fwy - Kraemer	200' w/o Shopping Ctr. Dr.	44,687	5D	E
95. Kraemer - Valencia	200' w/o Kraemer Blvd.	40,011	6D	C
96. Valencia - Rose	1,000' w/o Rose	33,779	5D	C
97. Rose - Bastanchury	150' w/o Prospect	36,882	4D	E
98. Bastanchury - Yorba Linda	500' w/o Olinda St.	37,300	4D	E
99. Yorba Linda - Lake View	100' s/o Yorba Linda	25,192	4D	B
100. Lake View - Orangethorpe	1,500' s/o Lakeview	19,682	2	A*
101. Orangethorpe - La Palma	200' s/o Orangethorpe	43,803	4D	C*
102. La Palma - 91 Fwy	500' s/o La Palma	52,273	4D	E*

Orangethorpe

103. Beach - Magnolia	100' e/o Beach	22,829	4D	B
104. Magnolia - Brookhurst	50' w/o Courtney	21,372	4D	A

<u>Sublink</u>	<u>Exact Location</u>	<u>Average 3 day</u>	<u>No. of Lane</u>	<u>LOS</u>
105. Brookhurst - Euclid	500' e/o Basque	21,070	4D	A
106. Euclid - Harbor	600' w/o Highland	24,212	4D	B
107. Harbor - Lemon	400' w/o Lemon	24,836	5D	A
108. Lemon - Raymond	1000' e/o Raymond	26,335	4D	C
109. Raymond - State College	3,000' w/o State College	26,203	4D	B
110. State College - Placentia	500' e/o State College	27,228	4D	C
111. Placentia - 57 Fwy	300' e/o Placentia	29,283	5D	B
112. 57 Fwy - Kraemer	1000' w/o Kraemer	23,065	4D	B
113. Kraemer - Chapman	600' e/o Kraemer	14,114	4D	A
114. Chapman - Rose	200' e/o Rose	24,164	4D	B
115. Rose - Lakeview	3,000' w/o Rose	22,689	4D	B
116. Lakeview - Imperial Hwy	3,000' n/o Lakeview	18,575	4D	A

Katella

117. 605 Fwy - Los Alamitos	150' e/o Oak St.	55,962	5D	C*
118. Los Alamitos - Valley View	3000' e/o Los Alamitos	37,324	6D	B
119. Valley View - Knott	3000' e/o Valley View	27,984	6D	A
120. Knott - Beach	1000' w/o Knott	26,796	4D	C
121. Beach - Magnolia	50' e/o Boatman Ave.	25,133	4D	B
122. Magnolia - Brookhurst	4000' e/o Magnolia Ave.	26,107	4D	B
123. Brookhurst - Euclid	4000' e/o Nutwood St.	30,800	4D	D
124. Euclid - Harbor	300' e/o Euclid St.	28,051	4D	C
125. Harbor - Haster	4000' e/o Harbor Blvd.	33,372	6D	A
126. Haster - I-5 Fwy	Too close for count		6D	
127. I-5 Fwy - Lewis	400' w/o Lewis St.	33,214	6D	A
128. Lewis - State College	900' w/o State College	31,376	6D	A

<u>Sublink</u>	<u>Exact Location</u>	<u>Average 3 day</u>	<u>No. of Lane</u>	<u>LOS</u>
129. State College - 57 Fwy	8000' e/o State College	35,530	6D	B
130. 57 Fwy. - Main	4000' e/o 57 Fwy.	32,814	6D	A
131. Main - Kraemer	1000' e/o Main St.	26,770	6D	A
132. Kraemer - Tustin	5000' e/o Glassell St.	29,481	6D	A
133. Tustin - 55 Fwy	400' w/o 55 Fwy.	42,959	6D	A

Bolsa

134. Bolsa Chica - Springdale	4000' w/o Springdale St.	14,927	5D	A
135. Springdale - Golden West	4000' w/o Edwards St.	18,738	6D	A
136. Golden West - Beach	3000' w/o Beach Blvd.	20,748	4D	A
137. Beach - Magnolia	5000' e/o Newland St.	21,121	4D	A
138. Magnolia - Brookhurst	6500' w/o Brookhurst St.	27,576	6D	B
139. Brookhurst - Euclid	5000' w/o Euclid	26,320	6D	A
140. Euclid - Harbor	200' e/o Andres Place	28,167	6D	A
141. Harbor - Fairview	700' e/o Harbor Blvd.	30,554	4D	D
142. Fairview - Bristol	1000' e/o Curter Dr.	33,791	6D	A
143. Bristol - Grand	1000' w/o Ross St.	38,146	4D	D*
144. Grand - I-5 Fwy	1000' e/o Grand Ave.	22,604	4D	B

Warner

145. P.C.H. - Bolsa Chica	Under construction		4D	
146. Bolsa Chica - Springdale	200' e/o Graham	24,948	6D	A
147. Springdale - Golden West	300' w/o Edwards	28,327	6D	A
148. Golden West - Beach	Under construction		6D	

Date		Description		Amount	
1917	Jan 1	Balance forward		100.00	
	Jan 15	John Doe	10.00		
	Jan 20	John Doe	20.00		
	Jan 25	John Doe	30.00		
	Jan 30	John Doe	40.00		
	Feb 5	John Doe	50.00		
	Feb 10	John Doe	60.00		
	Feb 15	John Doe	70.00		
	Feb 20	John Doe	80.00		
	Feb 25	John Doe	90.00		
	Feb 28	John Doe	100.00		
	Mar 5	John Doe	110.00		
	Mar 10	John Doe	120.00		
	Mar 15	John Doe	130.00		
	Mar 20	John Doe	140.00		
	Mar 25	John Doe	150.00		
	Mar 30	John Doe	160.00		
	Apr 5	John Doe	170.00		
	Apr 10	John Doe	180.00		
	Apr 15	John Doe	190.00		
	Apr 20	John Doe	200.00		
	Apr 25	John Doe	210.00		
	Apr 30	John Doe	220.00		
	May 5	John Doe	230.00		
	May 10	John Doe	240.00		
	May 15	John Doe	250.00		
	May 20	John Doe	260.00		
	May 25	John Doe	270.00		
	May 30	John Doe	280.00		
	Jun 5	John Doe	290.00		
	Jun 10	John Doe	300.00		
	Jun 15	John Doe	310.00		
	Jun 20	John Doe	320.00		
	Jun 25	John Doe	330.00		
	Jun 30	John Doe	340.00		
	Jul 5	John Doe	350.00		
	Jul 10	John Doe	360.00		
	Jul 15	John Doe	370.00		
	Jul 20	John Doe	380.00		
	Jul 25	John Doe	390.00		
	Jul 30	John Doe	400.00		
	Aug 5	John Doe	410.00		
	Aug 10	John Doe	420.00		
	Aug 15	John Doe	430.00		
	Aug 20	John Doe	440.00		
	Aug 25	John Doe	450.00		
	Aug 30	John Doe	460.00		
	Sep 5	John Doe	470.00		
	Sep 10	John Doe	480.00		
	Sep 15	John Doe	490.00		
	Sep 20	John Doe	500.00		
	Sep 25	John Doe	510.00		
	Sep 30	John Doe	520.00		
	Oct 5	John Doe	530.00		
	Oct 10	John Doe	540.00		
	Oct 15	John Doe	550.00		
	Oct 20	John Doe	560.00		
	Oct 25	John Doe	570.00		
	Oct 30	John Doe	580.00		
	Nov 5	John Doe	590.00		
	Nov 10	John Doe	600.00		
	Nov 15	John Doe	610.00		
	Nov 20	John Doe	620.00		
	Nov 25	John Doe	630.00		
	Nov 30	John Doe	640.00		
	Dec 5	John Doe	650.00		
	Dec 10	John Doe	660.00		
	Dec 15	John Doe	670.00		
	Dec 20	John Doe	680.00		
	Dec 25	John Doe	690.00		
	Dec 30	John Doe	700.00		
	Total			700.00	

<u>Sublink</u>	<u>Exact Location</u>	<u>Average 3 day</u>	<u>NO. OF Lane</u>	<u>LOS</u>
149. Beach - Magnolia	300' w/o Newland	34,600	6D	B
150. Magnolia - Brookhurst	200' e/o Bushard	31,963	4D	D
151. Brookhurst - Euclid	50' e/o San Bruno	34,405	6D	B
152. Euclid - Harbor	250' w/o Newhope	26,138	5D	A

Adams

153. Beach - Magnolia	100' w/o Crown Reef	24,808	6D	A
154. Magnolia - Brookhurst	75' w/o Derbyshire	31,668	6D	A
155. Brookhurst - Mesa Verde	400' w/o Albatross	37,535	6D	A
156. Mesa Verde - East Mesa Verde	450' e/o Mesa Verde	38,455	6D	B
157. East Mesa Verde - Harbor	200' e/o Mesa Verde	33,641	6D	A

Irvine/Trabuco

158. 55 Fwy - Newport Blvd.	300' n/o Fashion Lane	33,190	4D	D
159. Newport Blvd. - Redhill	500' n/o Redhill	26,452	4D	C*
County Supplied Count				
160. Redhill - Tustin Ranch	500' n/o Tustin Ranch	31,646	4D	D
161. Tustin Ranch - Jamboree	500' n/o Jamboree	27,992	6D	A
162. Jamboree - Culver	400' n/o Culver	30,735	4D	D
163. Culver - Yale	500' s/o Culver	32,614	6D	A
164. Yale - Jeffrey	1,000 s/o Yale	27,900	5D	A
165. Jeffrey - Sand Cyn	5,000' n/o Sand Cyn	27,854	4D	C
166. Sand Cyn - Alton	500' s/o Lambert	27,171	4D	C
167. Alton - Bake	500' n/o Bake	31,311	6D	A

<u>Sublink</u>	<u>Exact Location</u>	<u>Average 3 day</u>	<u>no. of Lane</u>	<u>LOS</u>
168. Bake - Lake Forest	400' n/o Peachwood	33,672	4D	D
169. Lake Forest - El Toro	400' s/o Ridge Route	39,206	6D	B

Edinger

170. Main - Grand	1,000' w/o Cedar	28,095	5D	A
171. Grand - 55 Fwy	250' w/o Lyon St.	22,345	4D	A
172. 55 Fwy - Redhill	100' e/o Del Amo Ave.	28,895	4D	C
173. Redhill - Jamboree	300' w/o Jamboree Rd.	19,833	4D	A
174. Jamboree - Harvard	200' e/o Jamboree Rd.	21,259	4D	A
175. Harvard - Culver	400' w/o Culver Dr.	21,793	5D	A
176. Culver - Yale	200' n/o Deerwood	23,362	6D	A
177. Yale - Jeffrey	300' w/o Fontaine Ave.	19,997	6D	A
178. Jeffrey - Sand Canyon	300' w/o Sand Canyon Ave.	18,595	4D	A

MacArthur

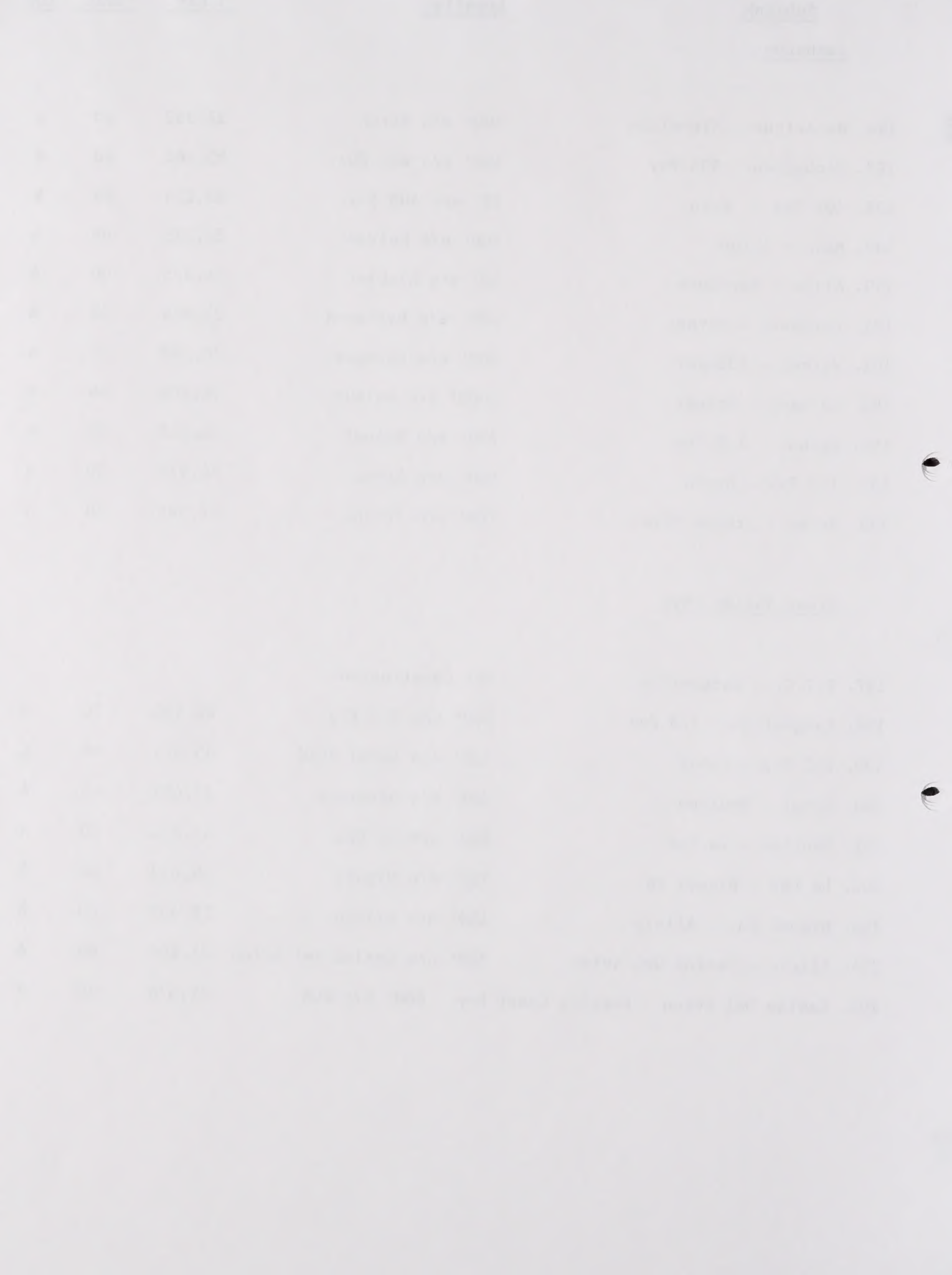
179. Jamboree - University	400' s/o Jamboree	20,408	5D	A
180. University - Newport Coast Drive	600' s/o Newport Coast	59,577	6D	A*
181. Newport Coast Drive - Bison	1,000 n/o Bison	50,101	6D	D
182. Bison - Ford	1,000' s/o Bison	50,166	5D	A*
183. Ford - San Joaquin Hills Rd.	1500' s/o Ford	42,064	4D	A*
184. San Joaquin Hills Rd. - San Miguel	500' s/o San Joaquin	28,625	4D	C
185. San Miguel - Pacific Coast Hwy	100' n/o PCH	23,616	4D	B

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LocationAverage
3 dayNo. of
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186. MacArthur - Michelson	300' w/o Birch	27,962	6D	A
187. Michelson - 405 Fwy	400' e/o 405 Fwy.	55,461	6D	E
188. 405 Fwy - Main	75' e/o 405 Fwy.	52,234	6D	E
189. Main - Alton	100' e/o Kelvin	30,235	6D	A
190. Alton - Barranca	50' e/o Richter	24,425	6D	A
191. Barranca - Warner	200' e/o Barranca	23,868	6D	A
192. Warner - Edinger	600' e/o Edinger	20,998	6D	A
193. Edinger - Walnut	1000' s/o Walnut	36,908	6D	A
194. Walnut - I-5 Fwy	250' e/o Walnut	31,053	6D	A
195. I-5 Fwy - Bryan	500' e/o Bryan	24,922	5D	A
196. Bryan - Irvine Blvd.	700' e/o Irvine	17,345	5D	A

Crown Valley Pkwy

197. F.T.C. - Marguerite	Not Constructed			
198. Marguerite - I-5 Fwy	500' s/o I-5 Fwy.	46,693	5D	E
199. I-5 Fwy - Cabot	125' n/o Cabot Road	55,021	6D	E
200. Cabot - Moulton	200' s/o Glenrock	39,687	6D	A
201. Moulton - La Paz	800' s/o La Paz	32,832	6D	A
202. La Paz - Niguel Rd.	700' s/o Niguel	36,672	6D	B
203. Niguel Rd. - Alicia	100' n/o Alicia	22,437	6D	A
204. Alicia - Camino Del Avion	300' n/o Camino del Avion	21,604	6D	A
205. Camino Del Avion - Pacific Coast Hwy	600' n/o PCH	22,378	4D	A



<u>Sublink</u>	<u>Exact Location</u>	<u>Average 3 day</u>	<u>No. of Lane</u>	<u>LOS</u>
<u>Ortega</u>				
206. I-5 Fwy - La Novia	400' e/o La Novia	27,024	4D	C
207. La Novia - County Line	2000' w/o La Novia	16,252	2	A*
<u>Laguna Cyn Road</u>				
208. 133 Fwy - Lake Forest	400' n/o Lake Forest	22,403	2	A*
209. Lake Forest - El Toro	2500' n/o El Toro	32,551	2	A*
210. El Toro - Pacific Coast Highway	2000' n/o PCH	31,149	2	B*
<u>PCH</u>				
211. 1st St. (SB) - Seal Beach Blvd.	1500' n/o 1st	41,666	4D	C*
212. Seal Beach Blvd - Warner	200' n/o Seal Beach	39,857	4D	A*
213. Warner Ave. - Golden West St.	1,000' n/o Warner	30,817	4D	D
214. Golden West St. - 17th St.	300' n/o Golden West	23,084	4D	B
215. 17th St. - 6th St.	500' n/o 17th	30,654	4D	D
216. 6th St. - 1st St. (HB)	300' n/o Main	30,011	4D	D
217. 1st St. (HB) - Beach Blvd.	200' s/o Huntington	28,294	4D	C
218. Beach Blvd. - Magnolia St.	1,000' n/o Beach	28,885	4D	C
219. Magnolia St. - Brookhurst St.	700' n/o Magnolia	43,313	4D	A*
220. Brookhurst St. - Superior Ave.	400' n/o Orange	38,363	4D	A*
221. Superior Ave. - Newport Blvd.	800' n/o Superior	32,591	6D	A
222. Newport Blvd. - Dover Dr.	500' n/o Promitary Pt.	42,154	4D	B*
223. Dover Dr. - Jamboree Rd.	1,000' s/o Promitary Pt.	51,728	7D	C
224. Jamboree Rd. - Newport Ctr Dr	5,000' s/o Irvine Terrace	38,672	6D	B

1. The first part of the report is devoted to a general description of the project and its objectives. It also includes a brief overview of the methodology used in the study.

2. The second part of the report presents the results of the study. This section is divided into two main parts: a description of the data and a discussion of the findings.

3. The third part of the report discusses the implications of the study and provides recommendations for future research. It also includes a conclusion and a list of references.

4. The fourth part of the report is a summary of the main findings of the study. It also includes a list of key words and a list of abbreviations.

5. The fifth part of the report is a detailed description of the methodology used in the study. It includes a description of the data sources, the data collection process, and the data analysis methods.

6. The sixth part of the report is a detailed description of the results of the study. It includes a description of the data and a discussion of the findings.

7. The seventh part of the report is a detailed description of the implications of the study and provides recommendations for future research. It also includes a conclusion and a list of references.

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<u>Sublink</u>	<u>Location</u>	<u>3 day</u>	<u>Lane</u>	<u>LOS</u>
225. Newport Center Drive - McArthur	3000 s/o Newport Center	30,967	6D	A
226. MacArthur Blvd. - Newport Coast Dr	1000' s/o Newport Coast	37,260	4D	E
227. Newport Coast Dr. - Laguna Canyon Rd	2000' s/o Newport Coast	40,056	4D	C*
228. Laguna Cyn Rd. - Crown Valley Pkwy	2,500 n/o Crown Valley	39,821	4D	B*
229. Crown Valley Pkwy - Niguel Road	300' n/o Niguel	30,415	4D	D
230. Niguel Rd. - St of the Blue Lantern	600' s/o Selva	30,318	4D	D
230A. St. of Blue Lantern - St. of Golden Lantern	(flow map)	19,000	2D	
230B. Del Prado		14,000	3	C
231. St. of Golden Lantern - Del Obispo	100' n/o Copper Lantern	34,469	4D	E
232. Del Obispo - Doheny Park Road	800' s/o Del Obispo	44,719	3D	B*

Edinger/Irvine Ctr/Moulton/St. of Golden Lantern

233. Sand Cyn - Old Laguna Canyon	10' s/o Laguna Canyon	15,281	4D	A
234. Old Laguna Canyon - Barranca Rd	500' s/o Barranca	15,330	4D	A
235. Barranca Road - Alton	400' s/o Gateway	12,319	6D	A
236. Alton - 405 Fwy	300' n/o Pacifica	26,813	5D	A
237. 405 Fwy - Lake Forest	2,000' s/o Lion Country	25,459	4D	B
238. Lake Forest - Ridge Route	600' s/o Lake Forest	28,415	6D	A
239. Ridge Route - El Toro	50' n/o Gate 12	35,768	5D	C
240. El Toro - Glenwood	1,500' s/o Glenwood	32,634	4D	D
241. Glenwood - Laguna Hills	3,000' s/o Laguna Hills	28,658	6D	A
242. Laguna Hills - Alicia	1,000' s/o Alicia	18,957	6D	A
243. Alicia - La Paz	3,000' s/o La Paz	27,714	6D	A
244. La Paz - Pacific Park Drive	3,000' s/o Pacific Park	21,864	6D	A
245. Pacific Park Dr - Aliso Creek Rd	150' s/o Steffy	24,561	6D	A
246. Aliso Creek Rd - Crown Valley Pkwy	4,000' s/o CVP	21,416	6D	A

<u>Sublink</u>	<u>Location</u>	<u>3 day</u>	<u>Lane</u>	<u>LOS</u>
247. Crown Valley Pkwy - Paseo de Colinas	1,200' n/o Paseo de Colinas	29,752	4D	C
248. Paseo de Colinas - Marina Hills	3,000' s/o Marina	32,035	4D	D
249. Marina Hills Dr - Camino Del Avion	7,000' s/o Sardina	19,986	4D	A
250. Camino Del Avion - Stonehill	300' n/o Surfcliff	21,667	4D	A
251. Stonehill - Pacific Coast Hwy	200' n/o LaVeta	16,204	4D	A

El Toro Road

252. Valley Vista - Portola	500' w/o Margerite	11,197	2	D
253. Portola - Trabuco	1000' s/o Portola	33,787	4D	D
254. Trabuco - Jeronimo	800' w/o Jeronimo	35,180	6D	B
255. Jeronimo - Muirlands	700' e/o Jeronimo	41,942	6D	C
256. Muirlands - Rockfield	800' e/o Rockfield	41,058	6D	C
257. Rockfield - I-5 Freeway	500' e/o Rockfield	57,909	6D	F
258. I-5 Freeway - Paseo de Valencia	700' e/o Paseo de Valencia	26,794	6D	A
259. Paseo de Valencia - Moulton	200' w/o Paseo de Valencia	30,930	6D	A
260. Moulton - Laguna Canyon Rd.	800' e/o Aliso Creek	24,301	2	A*
	300' s/o Bell Vireo	26,775	2	A*

*Determined by time delay study



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